TWENTY-FOURTH

ANNUAL REPORT

—OF—

U.S. GEOLOGICAL SURVEY
LIBRARY

THE BOARD OF DIRECTORS

—OF—

The Philadelphia Maritime Exchange.

Presented to the Exchange at the Annual Meeting, April 20, 1899.

PHILADELPHIA:
DANDO PRINTING AND PUBLISHING CO.
34 SOUTH THIRD STREET.
1899

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INDEX.

PAGE

American Manufactured Goods, Exposition of, ... 21
Anchorage Regulations, ... 22, 43
Appropriations for Harbor and River Improvements, ... 13, 86
Baltimore Chamber of Commerce, Marine Department, ... 20
Blizzard, February, 1899, ... 24
Bankruptcy Bill, ... 22
Bulletins displayed in Exchange, ... 39
By-Laws, ... 26
Cape May Reporting Station, ... 23
City Ice Boats, Rates of Towage, ... 77
City Ice Boats, Rules and Regulations, ... 77
Coal Exports, 1889 to 1898, ... 73
Code Books on file, ... 41
Commerce of the Port of Philadelphia, 1889 to 1898, ... 68
Commercial Organizations of Philadelphia, ... 81
Consuls at Philadelphia, ... 84
Corn Exports, 1884 to 1898, showing number of bushels and percentage shipped from each Atlantic port, ... 70
Delaware and Schuylkill River Improvement, ... 13, 86
Delaware Breakwater Arrivals, 1898, ... 68
Delaware Breakwater Cable, ... 22
Demurrage Scale—Sail—Grain, ... 51
Demurrage Scale—Steam—Grain, ... 49
Demurrage Scale—Sail—Petroleum, ... 60
Directors since organization of Exchange, ... 5
Distances between points on the Delaware Bay and River, ... 42
Duties of the Exchange, ... 11
Duties on Imports, at Philadelphia, 1889 to 1898, ... 75
Exports, Value of, at Philadelphia, 1849 to 1898, ... 74
Exposition of American Manufactured Goods at Philadelphia, in 1899, ... 21
Floor Regulations, ... 35
Grain Charter Party, Amendment to, ... 21, 53
Grain Charter Party—Steamer—Range, Form C, ... 53
Griscom, Rodman E., Election to Board of, ... 24
Harbor and River Improvement, ... 13
Harbor of Refuge (National), Delaware Breakwater, ... 20
Harbor and Anchorage Regulations of the Port of Philadelphia, ... 43
Harbor Master's Boat, ... 21
Import Duties at Philadelphia, 1889 to 1898, ... 75
Imports, Value of, at Philadelphia, 1849 to 1898, ... 74
Imports, Value of, at Philadelphia, by months for year 1898, ... 75
Iron Pier Station, Temporary transfer to Government, ... 23
Lay-Day Scale—Sail—Petroleum, Barrels and Cases, ... 59, 60
Lay-Days for Loading and Discharging Grain, ... 50

PAGE
Lewes Branch Office, ... 23
Lights to mark the National Harbor of Refuge, ... 20
Limits of the Port and "Customs District" of Philadelphia, ... 46
Load Line, Winter North Atlantic, ... 19
Marine Department, Baltimore Chamber of Commerce, ... 20
Maritime Rules, Amendment to, ... 21, 47
Maritime Rules—Grain, Steam and Sail, ... 47
Maritime Rules, Petroleum, Steam and Sail, ... 56
Maritime Rules—Sugar, Steam and Sail, ... 63
Membership, ... 90
National Harbor of Refuge, Delaware Breakwater, ... 20
Oats Exports, 1884 to 1898, showing number of bushels and percentage shipped from each Atlantic Port, ... 70
Officers and Committees for 1899, ... 4
Officers and Committees since organization of Exchange, ... 5
Overfalls Light Vessel, ... 19
Petroleum Exports, 1889 to 1898, from each Atlantic Port, ... 69
Pilotage Rates on Delaware River and Bay (Pennsylvania and Delaware), . . . 21, 76
Public Offices in Philadelphia, ... 82
Railroad Ties, Rules regulating receipt and delivery of, ... 67
Records and Bulletins, ... 39
Reedy Island Reporting Station, ... 23
Relief Vessel for Fourth Light-House District, ... 20
Removal of Wrecks from Navigable Waters, ... 18, 86
Reporting Stations, ... 22
Report of Board of Directors, ... 11
Schuylkill River Improvement, ... 15
Shipping Legislation, ... 16
Signals of Steamship and Tow Boat Lines, ... 85
Southern Pine Lumber, Rules regulating receipt and delivery of, ... 66
Submarine Mines in the Delaware River, ... 20, 88
Storm of February, 1899, ... 24
Sugar Importations, 1891 to 1898, ... 72
Tickets of Admission, ... 36
Tide Table for the Port of Philadelphia, ... 42
Todd, P. D., Election to Board of, ... 24
Treasurer's Report, ... 25
Tug Boats in service on Delaware River and Bay, ... 78
Vacancies on Board, ... 24
Weather Reports of the U. S. Weather Bureau, ... 40
Wharfage, Grain, ... 53
Wharfage, Petroleum, ... 62
Wheat Exports, 1884 to 1898, showing number of bushels and percentage shipped from each Atlantic Port, ... 70
Winter North Atlantic Load Line, ... 19
Wrecks, Removal of, from Navigable Waters, ... 18, 86

pR1939

OFFICERS AND COMMITTEES

OF

THE PHILADELPHIA MARITIME EXCHANGE.

1899.

President.
GEO. E. EARNSHAW.

Vice-President.
THOMAS WINSMORE.

Treasurer.
J. S. W. HOLTON.

Secretary.
E. R. SHARWOOD.

Solicitor.
JOHN F. LEWIS.

Assistant Secretary.
ELISHA CROWELL.

DIRECTORS.

Until April, 1900.	Until April, 1901.	Until April, 1902.
CHAS. E. MATHER,	FRANK L. NEALL,	SAML. T. KERR,
EDWIN S. CRAMP,	THOMAS WINSMORE,	J. S. W. HOLTON,
JOSIAH MONROE,	GEO. E. EARNSHAW,	L. Y. SCHERMERHORN,
JOSEPH A. BALL,	WM. C. BUTLER,	CHAS. F. GILLER,
JOHN L. NICHOLSON,	GEO. D. ALI,	DAVID S. STETSON,
P. D. TODD.	B. HUMBURG.	P. F. YOUNG,
		RODMAN E. GRISCOM.

COMMITTEES.

Finance.	*Floor and Library.*	*Membership.*
JOSEPH A. BALL, *Chm.*,	L. Y. SCHERMERHORN, *Chm.*	THOMAS WINSMORE, *Chm.*
JOSIAH MONROE,	J. S. W. HOLTON,	EDWIN S. CRAMP,
JOHN L. NICHOLSON.	SAML. T. KERR.	DAVID S. STETSON.

Harbor, Pilotage and Station.	*Commerce and Transportation.*	*Executive.*
J. S. W. HOLTON, *Chm.*	FRANK L. NEALL, *Chm.*	GEO. E. EARNSHAW, *Chm.*
CHAS. F. GILLER,	WM. C. BUTLER,	FRANK L. NEALL,
GEO. D. ALI,	CHAS. E. MATHER,	J. S. W. HOLTON,
B. HUMBURG,	P. D. TODD,	THOMAS WINSMORE,
P. F. YOUNG.	RODMAN E. GRISCOM.	JOSEPH A. BALL,
		L. Y. SCHERMERHORN.

NOTE.—Regular meetings of the Board are held on the ***Fourth Monday*** of each month (July and August excepted) at ***12 o'clock noon.***

OFFICERS AND DIRECTORS

OF

THE PHILADELPHIA MARITIME EXCHANGE

Organized 1875. Incorporated 1882.

1875.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
GEORGE W. MEARS.

TREASURER,
E. W. ADAMS.*
SECRETARY,
FRANK S. URIE.

DIRECTORS.

GEO. E. TAYLOR,
HENRY L. GREGG,
WATSON MALONE,
LARS WESTERGAARD,
FRANK L. NEALL,
JAMES O. McHENRY,
J. C. SCOTT,
SAMUEL D. ADAMS,
WILLIAM CURTIS,
S. FLANAGAN,
DAVID S. STETSON,
EDW. K. STEVENSON,
PHILIP FITZPATRICK,
JOHN B. WATTSON,
GEO. W. GRIFFIN,
W. F. HAGAR.

NOTE.—Mr. John F. Craig was elected Treasurer, November 8, 1875.

1876.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
WILLIAM G. BOULTON.

TREASURER,
JOHN F. CRAIG.
SECRETARY,
FRANK S. URIE.*

DIRECTORS.

HENRY L. GREGG,
WATSON MALONE,
LARS WESTERGAARD,
FRANK L. NEALL,
JAMES O. McHENRY,
SAMUEL D. ADAMS,
DAVID S. STETSON,
EDW. K. STEVENSON,
PHILIP FITZPATRICK,
JOHN B. WATTSON,
GEO. W. GRIFFIN,
W. F. HAGAR,
GEORGE W. MEARS,
JACOB S. WALN,
LAWRENCE JOHNSON,
CHAS. F. SHOENER.

NOTE.—Mr. E. R. Sharwood was elected Secretary March 6, 1877.

1877.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
WILLIAM G. BOULTON.

TREASURER,
JOHN F. CRAIG.
SECRETARY,
E. R. SHARWOOD.

DIRECTORS.

HENRY L. GREGG,
WATSON MALONE,
LARS WESTERGAARD,
FRANK L. NEALL,
JAMES O. McHENRY,
SAMUEL D. ADAMS,
EDW. K. STEVENSON,
PHILIP FITZPATRICK,
JOHN B. WATTSON,
GEO. W. GRIFFIN,
W. F. HAGAR,
JACOB S. WALN,
W. W. FRAZIER, JR.,
S. JENKS SMITH,
SAMUEL CASTNER, JR.,
F. VANDER BUECKEN.

1878.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
WILLIAM G. BOULTON.

TREASURER,
JOHN F. CRAIG.
SECRETARY,
E. R. SHARWOOD.

DIRECTORS.

HENRY L. GREGG,
LARS WESTERGAARD,
FRANK L. NEALL,
JAMES O. McHENRY,
SAMUEL D. ADAMS,
EDW. K. STEVENSON,
PHILIP FITZPATRICK,
JOHN B. WATTSON.
GEO. W. GRIFFIN,
W. F. HAGAR,
JACOB S. WALN,
S. JENKS SMITH,
SAMUEL CASTNER, JR.,
F. VANDER BUECKEN,
JOHN M. SMILEY,
S. S. SCATTERGOOD.

* Resigned.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
WILLIAM G. BOULTON.

1879.

TREASUSER,
JOHN F. CRAIG.
SECRETARY,
E. R. SHARWOOD.

DIRECTORS.

W. F. HAGAR,	GEO. W. GRIFFIN,*	JACOB S. WALN,
LARS WESTERGAARD,	S. JENKS SMITH,	FRED. W. TAYLOR,
HENRY L. GREGG,*	JAMES O. McHENRY,	DAVID S. STETSON,
PHILIP FITZPATRICK,	SAMUEL CASTNER, JR.,	JOHN M. SMILEY,
FRANK L. NEALL,	JOHN B. WATTSON,	EDWARD DROUIN,
EDW. K. STEVENSON,		

NOTE.—Mr. Philip Fitzpatrick was elected Vice-President December 15, 1879, and Captain P. A. Decan was elected to the vacancy in the Board.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
PHILIP FITZPATRICK.

1880.

TREASURER,
JOHN F. CRAIG.
SECRETARY,
E. R. SHARWOOD.

DIRECTORS.

EDWARD W. BARKER,	FRANK L. NEALL,	J. H. CATHERWOOD,
P. A. DECAN,	JOHN M. SMILEY,	JACOB S. WALN,
DAVID S. STETSON,	SAMUEL CASTNER, JR.,	EDW. K. STEVENSON,
THOMAS M. BEELS,	WILLIAM BLISS,	LARS WESTERGAARD,
W. F. HAGAR,	FRED. W. TAYLOR,	J. DE BESSA GUIMARAES.
S. JENKS SMITH,		

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
PHILIP FITZPATRICK.

1881.

TREASURER,
JOHN F. CRAIG.
SECRETARY,
E. R. SHARWOOD.

DIRECTORS.

LARS WESTERGAARD,	THEO. FROTHINGHAM,	THOMAS M. BEELS,
W. F. HAGAR,	J. DE BESSA GUIMARAES,	P. A. DECAN,†
FRED. W. TAYLOR,	J. H. CATHERWOOD,	CHAS. GIBBONS, JR.,
DAVID S. STETSON,	SAMUEL CASTNER, JR.,	EDW. K. STEVENSON,
FRANK L. NEALL,	JOHN M. SMILEY,	ISAAC HOUGH.
EDW. W. BARKER,		

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
PHILIP FITZPATRICK.

1882.

TREASURER,
JOHN F. CRAIG.
SECRETARY,
E. R. SHARWOOD.

DIRECTORS.

LARS WESTERGAARD,	FRED. W. TAYLOR,	J. DE BESSA GUIMARAES,
FRANK L. NEALL,*	DAVID S. STETSON,	CHAS. GIBBONS, JR.,
EDW. K. STEVENSON,	J. H. CATHERWOOD,	THEO. FROTHINGHAM,
W. F. HAGAR,	EDW. W. BARKER,	ISAAC HOUGH,
JOHN M. SMILEY,*	THOMAS M. BEELS,	WILLIAM A. PLATT.
SAMUEL CASTNER, JR.,		

NOTE.—Captain Enoch Turley was elected to the vacancy in the Board, but resigned later in the year, and Mr. E. D. Smith was elected in his place.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
PHILIP FITZPATRICK.

1883.

TREASURER,
JOHN F. CRAIG.
SECRETARY,
E. R. SHARWOOD.

SOLICITOR OF PROTECTIVE FUND,
CHARLES GIBBONS, JR.

DIRECTORS.

LARS WESTERGAARD,	DAVID S. STETSON,	THEO. FROTHINGHAM,
W. F. HAGAR,	J. H. CATHERWOOD,	ISAAC HOUGH,
EDW. K. STEVENSON,	J. DE BESSA GUIMARAES,	WILLIAM A. PLATT,
JOHN M. SMILEY,*	EDW. W. BARKER,	E. D. SMITH,
SAMUEL CASTNER, JR.,	CHARLES GIBBONS, JR.,	F. A. CHURCHMAN.
FRED. W. TAYLOR,*		

NOTE.—Messrs. Eben F. Barker and Nicholas Lennig were elected to vacancies in the Board. Mr. Chas. Gibbons, Jr., elected Solicitor of Protective Fund May 28, 1883.

* Resigned. † Deceased.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
PHILIP FITZPATRICK.

1884.

TREASURER,
JOHN F. CRAIG.
SECRETARY,
E. R. SHARWOOD.

SOLICITOR OF PROTECTIVE FUND,
CHARLES GIBBONS, JR.

DIRECTORS.

F. A. CHURCHMAN,
THEO. FROTHINGHAM,
CHARLES GIBBONS, JR.,
J. DE BESSA GUIMARAES,
EDW. W. BARKER,
DAVID S. STETSON,
SAMUEL CASTNER, JR.,
ISAAC HOUGH,
WILLIAM A. PLATT,
LARS WESTERGAARD,
W. F. HAGAR,
E. D. SMITH,
J. H. CATHERWOOD,
NICHOLAS LENNIG,
S. B. MACDONNELL,*
EBEN F. BARKER.

NOTE.—Mr. Edw. K. Stevenson was elected to the vacancy in the Board.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
PHILIP FITZPATRICK.

1885.

TREASURER,
JOHN F. CRAIG.*
SECRETARY,
E. R. SHARWOOD.

SOLICITOR OF PROTECTIVE FUND,
CHARLES GIBBONS, JR.

DIRECTORS.

S. B. MACDONNELL,
DAVID S. STETSON,
THEO. FROTHINGHAM,
W. F. HAGAR,*
ISAAC HOUGH,
J. DE BESSA GUIMARAES,
CHAS. GIBBONS, JR.,
EDW. W. BARKER,
NICHOLAS LENNIG,
EDW. K. STEVENSON,
WILLIAM A. PLATT.
F. A. CHURCHMAN,
E. D. SMITH,
LARS WESTERGAARD,
J. H. CATHERWOOD,
GEO. E. BARTOL.

NOTE.—Mr. W. F. Hagar was elected Treasurer April 15, 1885, and Mr. John F. Craig was elected to the vacancy in the Board.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
PHILIP FITZPATRICK.

1886.

TREASURER,
GEO. E. BARTOL.*
SECRETARY,
E. R. SHARWOOD.

SOLICITOR OF PROTECTIVE FUND,
CHAS. GIBBONS, JR.

DIRECTORS.

F. A. CHURCHMAN,
JOSEPH E. MORSE,
WILLIAM J. LATTA,
EDW. W. BARKER,
DAVID S. STETSON,
NICHOLAS LENNIG,
THEO. FROTHINGHAM,*
JOHN F. CRAIG,
SAMUEL T. KERR,
ISAAC HOUGH,
CHAS. GIBBONS, JR.,
LARS WESTERGAARD,
FRANK L. NEALL,
J. H. CATHERWOOD,
S. B. MACDONNELL,
WILLIAM A. PLATT.*

NOTE.—Mr. Lars Westergaard was elected Treasurer January 17, 1887, and Messrs. John H. Weeks, Thomas Winsmore and N. McK. Wilson were elected to vacancies in the Board.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
PHILIP FITZPATRICK.

1887.

TREASURER,
LARS WESTERGAARD.
SECRETARY,
E. R. SHARWOOD.

SOLICITOR OF PROTECTIVE FUND,
CHAS. GIBBONS, JR.

DIRECTORS.

SAMUEL T. KERR,
DAVID S. STETSON,
N. McK. WILSON,
EDW. W. BARKER,
ISAAC HOUGH,
JOHN H. WEEKS,
CHAS. GIBBONS, JR.,
JOSEPH E. MORSE,
THOMAS WINSMORE,
J. H. CATHERWOOD,
NICHOLAS LENNIG,
JOHN F. CRAIG,
S. B. MACDONNELL,
FRANK L. NEALL,
F. A. CHURCHMAN,
WILLIAM J. LATTA.

NOTE.—Mr. E. A. Hancock was elected to the vacancy in the Board.

* Resigned.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
PHILIP FITZPATRICK.

1888.

TREASURER,
LARS WESTERGAARD.
SECRETARY,
E. R. SHARWOOD.

SOLICITOR OF PROTECTIVE FUND,
CHAS. GIBBONS, JR.†

DIRECTORS,

FRANK L. NEALL,	CHAS. GIBBONS, JR.,†	JOHN H. WEEKS,
DAVID S. STETSON,	S. B. MACDONNELL,	THOMAS WINSMORE,
EDW. W. BARKER,	JOSEPH E. MORSE,*	HENRY D. MAY,
ISAAC HOUGH,	JOHN F. CRAIG,	A. C. FERGUSSON,
J. H. CATHERWOOD,*	N. McK. WILSON,	JOHN BRADFORD,
F. A. CHURCHMAN.		

NOTE.—Messrs. H. A. Berwind, J. Frank McFadden and Samuel T. Kerr were elected to vacancies in the Board. Mr. John F. Lewis was elected Solicitor of Protective Fund October 15, 1888.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
PHILIP FITZPATRICK.

1889.

TREASURER,
LARS WESTERGAARD.
SECRETARY,
E. R. SHARWOOD.

SOLICITOR OF PROTECTIVE FUND,
JOHN F. LEWIS.

DIRECTORS.

FRANK L. NEALL,	SAMUEL T. KERR,	A. C. FERGUSON,
DAVID S. STETSON,	N. McK. WILSON,*	GEO. E. EARNSHAW,
EDW. W. BARKER,	JOHN H. WEEKS,	CHAS. E. MATHER,
ISAAC HOUGH,	THOMAS WINSMORE,	J. N. WALLEM,
S. B. MACDONNELL,	HENRY D. MAY,	J. FRANK McFADDEN.
JOHN F. CRAIG,		

NOTE.—Mr. Frank G. Rogers was elected to the vacancy in the Board.

PRESIDENT,
WILLIAM BROCKIE,†
VICE-PRESIDENT,
PHILIP FITZPATRICK.
TREASURER.
LARS WESTERGAARD,

1890.

SECRETARY,
E. R. SHARWOOD.
ASSISTANT SECRETARY,
ELISHA CROWELL.
SOLICITOR OF PROTECTIVE FUND,
JOHN F. LEWIS.

DIRECTORS.

FRANK L. NEALL,	JOHN F. CRAIG,*	A. C. FERGUSSON,
DAVID S. STETSON,	SAMUEL T. KERR,	GEO. E. EARNSHAW,
EDW. W. BARKER,	JOHN H. WEEKS,*	J. N. WALLEM,
ISAAC HOUGH.	THOMAS WINSMORE,	GEO. D. ALI,*
F. A. CHURCHMAN,	HENRY D. MAY,	JAMES M. MATTHEWS,*
S. B. MACDONNELL,		

NOTE.—Mr. A. C. Ferguson was elected President November 24, 1890. Messrs. Charles E. Mather, J. Frank McFadden, Frank G. Rogers, Edwin S. Cramp and Walter T. Moore were elected to vacancies in the Board.

PRESIDENT,
A. C. FERGUSSON.
VICE-PRESIDENT,
PHILIP FITZPATRICK.
TREASURER,
LARS WESTERGAARD.

1891.

SECRETARY,
E. R. SHARWOOD.
ASSISTANT SECRETARY.
ELISHA CROWELL.
SOLICITOR,
JOHN F. LEWIS.

DIRECTORS.

FRANK L. NEALL,	SAMUEL T. KERR,	J. N. WALLEM,
DAVID S. STETSON,	THOMAS WINSMORE,	J. S. W. HOLTON,
EDW. W. BARKER,	HENRY D. MAY,	EDWIN S. CRAMP,
ISAAC HOUGH,	GEO. E. EARNSHAW,	FRANK G. ROGERS.
F. A. CHURCHMAN,	CHARLES E. MATHER,	WALTER T. MOORE,*
S. B. MACDONNELL,		

NOTE.—Mr. W. W. Frazier was elected to the vacancy in the Board, but declined to accept the seat and Mr. Francis L. Potts was elected in his stead. Mr. John F. Lewis was elected Solicitor of the Exchange February 23, 1892.

* Resigned. † Deceased.

1892.

PRESIDENT.
A. C. FERGUSSON.*
VICE-PRESIDENT,
PHILIP FITZPATRICK.
TREASURER,
LARS WESTERGAARD.†
SECRETARY,
E. R. SHARWOOD.
ASSISTANT SECRETARY,
ELISHA CROWELL.
SOLICITOR,
JOHN F. LEWIS.

DIRECTORS.

FRANK L. NEALL,
DAVID S. STETSON,
ISAAC HOUGH,
F. A. CHURCHMAN,
S. B. MACDONNELL,
SAMUEL T. KERR,
THOMAS WINSMORE,
GEO. E. EARNSHAW,
CHARLES E. MATHER,
J. N. WALLEM,
J. S. W. HOLTON,
EDWIN S. CRAMP,
FRANK G. ROGERS,*
FRANCIS L. POTTS,
F. A. VON BOYNEBURGK,
B. HUMBURG,

NOTE.—Mr. Geo. E. Earnshaw was elected President June 30, 1892. Messrs. Geo. H. Higbee, L. Y. Schermerhorn and Charles F. Giller were elected to vacancies in the Board.

1893.

PRESIDENT,
GEO. E. EARNSHAW.
VICE-PRESIDENT,
THOMAS WINSMORE.
HONORARY VICE-PRESIDENT,
PHILIP FITZPATRICK.
TREASURER,
DAVID S. STETSON.
SECRETARY,
E. R. SHARWOOD.
ASSISTANT SECRETARY,
ELISHA CROWELL.
SOLICITOR,
JOHN F. LEWIS.

DIRECTORS.

Until March 31, 1894.
A. C. FERGUSON,
CHARLES E. MATHER,
EDWIN S. CRAMP,
F. A. VON BOYNEBURGK,
B. HUMBURG,
JOSIAH MONROE,

Until March 31, 1895.
FRANK L. NEALL,
DAVID S. STETSON,
THOMAS WINSMORE,
GEO. E. EARNSHAW,
S. B. MACDONNELL,
F. A. CHURCHMAN.

Until March 31, 1896.
SAMUEL T. KERR,
J. N. WALLEM,
J. S. W. HOLTON,
GEO. H. HIGBEE,
L. Y. SCHERMERHORN,
CHARLES F. GILLER,
JOHN H. THOMPSON,

NOTE.—Mr. Philip Fitzpatrick elected Honorary Vice-President April 24, 1893.

1894.

PRESIDENT,
GEO. E. EARNSHAW.
VICE-PRESIDENT,
THOMAS WINSMORE.
HONORARY VICE-PRESIDENT,
PHILIP FITZPATRICK.
TREASURER,
DAVID S. STETSON.
SECRETARY,
E. R. SHARWOOD.
ASSISTANT SECRETARY,
ELISHA CROWELL.
SOLICITOR,
JOHN F. LEWIS.

DIRECTORS.

Until March 31, 1895.
FRANK L. NEALL,
DAVID S. STETSON,
THOMAS WINSMORE,
GEO. E. EARNSHAW,
S. B. MACDONNELL,
F. A. CHURCHMAN.

Until March 31, 1896.
SAMUEL T. KERR,
J. N. WALLEM,
J. S. W. HOLTON,
GEO. H. HIGBEE,
L. Y. SCHERMERHORN,
CHARLES F. GILLER,
JOHN H. THOMPSON,

Until March 31, 1897.
CHARLES E. MATHER,
EDWIN S. CRAMP,
F. A. VON BOYNEBURGK,
JOSIAH MONROE,
JOSEPH A. BALL,
GEORGE HARRISS, JR.,

1895.

PRESIDENT,
GEO. E. EARNSHAW.
VICE-PRESIDENT,
THOMAS WINSMORE,
HONORARY VICE-PRESIDENT,
PHILIP FITZPATRICK.†
TREASURER,
J. S. W. HOLTON.
SECRETARY,
E. R. SHARWOOD.
ASSISTANT SECRETARY,
ELISHA CROWELL.
SOLICITOR,
JOHN T. LEWIS.

DIRECTORS.

Until March 31, 1896.
SAMUEL T. KERR,
J. N. WALLEM,
J. S. W. HOLTON,
GEO. H. HIGBEE,
L. Y. SCHERMERHORN,
CHARLES F. GILLER,
JOHN H. THOMPSON,

Until March 31, 1897.
CHARLES E. MATHER,
EDWIN S. CRAMP,
F. A. VON BOYNEBURGK,
JOSIAH MONROE,
JOSEPH A. BALL,
GEORGE HARRISS, JR.,

Until March 31, 1898.
FRANK L. NEALL,
THOMAS WINSMORE,
GEO. E. EARNSHAW,
WILLIAM C. BUTLER,
GEO. D. ALI,
B. HUMBURG.

* Resigned. † Deceased.

1896.

PRESIDENT,
GEO. E. EARNSHAW,
VICE-PRESIDENT,
THOMAS WINSMORE.
TREASURER,
J. S. W. HOLTON.

SECRETARY,
E. R. SHARWOOD.
ASSISTANT SECRETARY,
ELISHA CROWELL,
SOLICITOR,
JOHN F. LEWIS.

DIRECTORS.

Until March 31, 1897.	Until March 31, 1898.	Until March 31, 1899.
CHARLES E. MATHER,	FRANK L. NEALL,	SAMUEL T. KERR,
EDWIN S. CRAMP,	THOMAS WINSMORE,	J. S. W. HOLTON,
F. A. VON BOYNEBURGK,	GEO. E. EARNSHAW,	GEO. H. HIGBEE,
JOSIAH MONROE,	WILLIAM C. BUTLER,	L. Y. SCHERMERHORN,
JOSEPH A. BALL,	GEO. D. ALI,	CHARLES F. GILLER,
GEORGE HARRISS, JR.,	B. HUMBURG,	JOHN H. THOMPSON,
		DAVID S. STETSON.

1897.

PRESIDENT,
GEO. E. EARNSHAW.
VICE-PRESIDENT,
THOMAS WINSMORE,
TREASURER,
J. S. W. HOLTON,

SECRETARY,
E. R. SHARWOOD.
ASSISTANT SECRETARY,
ELISHA CROWELL.
SOLICITOR,
JOHN F. LEWIS.

DIRECTORS.

Until March 31, 1898.	Until March 31, 1899.	Until March 31, 1900.
FRANK L. NEALL,	SAMUEL T. KERR,	CHARLES E. MATHER,
THOMAS WINSMORE,	J. S. W. HOLTON,	EDWIN S. CRAMP,
GEO. E. EARNSHAW,	GEO. H. HIGBEE,	JOSIAH MONROE,
WILLIAM C. BUTLER,	L. Y. SCHERMERHORN,	JOSEPH A. BALL,
GEO. D. ALI,	CHARLES F. GILLER,	GEORGE HARRISS, JR.,
B. HUMBURG,	JOHN H. THOMPSON,‡	JOHN L. NICHOLSON.
	DAVID S. STETSON,	

NOTE.—Mr. P. F. Young was elected to vacancy in Board.

1898.

PRESIDENT.
GEO. E. EARNSHAW.
VICE-PRESIDENT,
THOMAS WINSMORE.
TREASURER,
J. S. W. HOLTON.

SECRETARY,
E. R. SHARWOOD.
ASSISTANT SECRETARY,
ELISHA CROWELL.
SOLICITOR,
JOHN F. LEWIS.

DIRECTORS.

Until March 31, 1899.	Until March 31, 1900.	Until March 31, 1901.
SAMUEL T. KERR,	CHARLES E. MATHER,	FRANK L. NEALL,
J. S. W. HOLTON,	EDWIN S. CRAMP,	THOMAS WINSMORE,
GEO. H. HIGBEE,*	JOSIAH MONROE,	GEO. E. EARNSHAW,
L. Y. SCHERMERHORN,	JOSEPH A. BALL,	WILLIAM C. BUTLER,
CHARLES F. GILLER,	GEORGE HARRISS, JR.,‡	GEO. D. ALI,
DAVID S. STETSON,	JOHN L. NICHOLSON,	B. HUMBURG.
P. F. YOUNG,		

NOTE.—Messrs. P. D. Todd and Rodman E. Griscom were elected to vacancies in the Board.

1899.

PRESIDENT,
GEO. E. EARNSHAW.
VICE-PRESIDENT,
THOMAS WINSMORE.
TREASURER,
J. S. W. HOLTON.

SECRETARY,
E. R. SHARWOOD.
ASSISTANT SECRETARY.
ELISHA CROWELL.
SOLICITOR,
JOHN F. LEWIS.

DIRECTORS.

Until March 31, 1900.	Until March 31, 1901.	Until March 31, 1902.
CHARLES E. MATHER,	FRANK L. NEALL,	SAMUEL T. KERR,
EDWIN S. CRAMP,	THOMAS WINSMORE,	J. S. W. HOLTON,
JOSIAH MONROE,	GEO. E. EARNSHAW,	L. Y. SCHERMERHORN,
JOSEPH A BALL,	WILLIAM C. BUTLER,	CHARLES F. GILLER,
JOHN L. NICHOLSON,	GEO. D. ALI,	DAVID S. STETSON,
P. D. TODD,	B. HUMBURG,	P. F. YOUNG,
		RODMAN E. GRISCOM.

* Resigned. † Deceased. ‡ Disqualified.

TWENTY-FOURTH ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

TO THE MEMBERS OF

The Philadelphia Maritime Exchange.

At the very time of holding our last Annual Meeting the vessels of Admiral Sampson's fleet were taking their stations off Havana to initiate the blockade of that port, which is now historical, and which marked the commencement of hostilities with Spain. The condition of war existed for ten days short of a year, having been terminated on the 11th inst., when the last formalities in the restoration of peace were fulfilled by the exchange of the ratifications of the Peace Treaty. The blessings of peace will doubtless increase and multiply as a direct consequence of the war, and be more fully appreciated now that we realize by experience what war really is.

The financial condition of the Exchange is entirely satisfactory, and after meeting all expenses, a small balance has been carried forward.

The membership on March 31st, 1899, was 282, as against 286 at the same time last year. The daily attendance on the floor of the Exchange has been very satisfactory, averaging between 400 and 500.

The character and extent of the work of The Philadelphia Maritime Exchange is perhaps not as fully understood outside of its Board of Directors as its importance demands, and a short summary may not be considered out of place in this report. The Exchange was organized in the month of March, 1875, by merchants, and others interested in Philadelphia's maritime commerce, "to provide and regulate a suitable room or rooms for a Maritime Exchange, to acquire, preserve and disseminate all maritime and other business information, and to do such other and lawful acts as will tend to promote and encourage the trade and commerce of the Port of Philadelphia."

In 1882 the Exchange became a corporation under the laws of the State of Pennsylvania.

The duties undertaken by the Maritime Exchange may properly be classed as "routine" and "general." Under the first head, it has under-

taken for its members the collection and dissemination of marine news of every description from the leading ports of the world. This work requires expert knowledge, great care in its preparation, and the quickest dispatch, in order to meet the requirements of modern commerce. Direct telegraphic communication is established with leading seaports, and marine news regarding the movements of vessels, or disasters, are telegraphed to the Exchange, and thence transmitted to parties in interest. The Philadelphia Maritime Exchange is responsible to the world for local marine news, and to enable it to carry out this trust, it has, from time to time, established and maintained reporting stations on the Delaware Bay and River, and vicinity, until at the present time it operates stations and branch offices at the following points: Delaware Breakwater; Lewes, Del.; Reedy Island, Del.; New Castle, Del.; Marcus Hook, Pa.; Cape May, N. J., and Atlantic City, N. J. The station on the Delaware Breakwater maintains a continuous day and night service, but the others are day stations only. At the Exchange rooms the news gathered is displayed on bulletin boards and recorded in books for reference. Information regarding the arrival and departure of vessels, together with their inward and outward manifests, also charters and freight engagements and information obtained from inward bound vessels relating to disasters, or the speaking of vessels at sea, is collected by representatives of the Exchange and duly recorded. Shipping records and works of reference of every description are kept on file for the information of members. By contract with The Associated Press the leading Philadelphia newspapers are supplied with the news that goes to make up their marine columns, with which the public is doubtless familiar, and which will give a very fair idea of the magnitude and diversity of the Exchange's responsibilities.

Under the head of "general" The Philadelphia Maritime Exchange endeavors "to do such other and lawful acts as will tend to promote and encourage the trade and commerce of the Port of Philadelphia." It has taken part in advocating desirable commercial legislation, and has been represented at Washington upon all occasions when subjects of commercial interest were under discussion before committees of Congress and in the different departments of the Government. It has been the policy of the Exchange to keep in close touch with the governmental departments more closely allied to commerce, and has thereby become a factor when public commercial questions are under discussion. Of late years the Exchange has been particularly interested in the work of the Bureau of Navigation of the Treasury Department; in matters relating to the extension of the National Quarantine Service; in the greater development of the Life-Saving Service; in the work of the Coast and Geodetic Survey; in the Weather Bureau; in

the Light-House Establishment; in the United States Engineer Department; and the Hydrographic Bureau; and it is a pleasure for your Board to record gratifying results occasioned by the close association maintained with these departments.

The number of American vessels entered and cleared at this port during the year 1898 is 37% less than in the year 1897, no doubt owing to the war, while, by a curious coincidence, the number of foreign vessels is 37% more.

The value of imports decreased, and exports increased each about 14%. Wheat, corn, oats, flour and bituminous coal were all exported in larger quantities than the previous year, as shown in the following table:

	1898	1897	Percentage of Increase
Wheat Bus.	5,912,080	4,803,584	23¾%
Corn Bus.	30,782,380	25,480,715	20⅘%
Oats Bus.	5,904,302	2,369,486	149%
Flour Bbls.	1,614,426	815,181	98½%
Bituminous Coal Tons	476,602	378,092	26½%

The imports of sugar fell off nearly 20 per cent., being only 314,250 tons as against 388,674 tons in 1897, this being due no doubt to the absence of imports from Cuba. Of the total amount entered at the four ports of New York, Philadelphia, Boston and Baltimore, Philadelphia received 22.83 per cent. as against 24.37 per cent. in 1897.

The following are some of the matters of general interest which have received the consideration of your Board during the past year:

Harbor and River Improvement.

By the plans of improvement proposed, and the appropriations made by Congress therefor, the improvement of the Delaware River has been practically divided into two parts, viz: the improvement of Philadelphia Harbor, which covers that part of the City's Water Front extending from Fisher's Point to Kaighn's Point, a distance of about 6 miles; and the improvement of that part of the main ship channel of the Delaware River which carries insufficient channel dimensions, between the lower limit of the Philadelphia Harbor improvement and deep water in the bay, a distance of about 55 miles.

The plan which has been in progress for the improvement of Philadelphia Harbor since 1891 involved the removal of all islands and shoals in

the Delaware River, between Kaighn's Point on the south and Fisher's Point on the north, which interfered with a channel about 2,000 feet wide, and of ample depth to meet the requirements of the Port of Philadelphia. On December 31st, 1897, this important work was completed by the removal of 21,605,061 cubic yards of dredged material.

The improved channel is so located as to permit the widening of Delaware Avenue which fronts directly upon the harbor, from its present width of 50 feet to that of 150 feet, and the extension, from this widened avenue, of wharves from 550 to 700 feet in length. With the extension of these new wharves their previous arrangement is revised so as to provide docks from 150 to 250 feet in width. The widened Delaware Avenue will be provided with a stone bulkhead along its river face, and the necessary railroad tracks connecting with the wharves, leaving ample space for side-walk and wheel-ways.

The work of removing the islands and shoals was undertaken by the General Government, while the widening of Delaware Avenue, and the extension of the wharves, will be done by the City of Philadelphia and by private and corporate interests.

The City of Philadelphia by an appropriation of $1,500,000 on April 13th, 1896, increased to $2,150,000 by the available funds of the Board of City Trusts, has nearly completed the widening of Delaware Avenue between South and Vine Streets, and the extension of the City Wharves within those limits. A large number of new wharves have been extended by private and corporate enterprise to the new harbor lines; others are in progress of extension, and permits for an additional number are before the Board of Port Wardens for authorization. All new wharves built, as well as those in progress or proposed, are adjusted to modern steamship requirements, and are in harmony with the demands of the anticipated increased commerce of the port. The city is now engaged in the preparation of plans by which the widening of Delaware Avenue will be extended north of Vine Street for nearly an additional mile of the river frontage.

The project for the improvement of the main ship channel between Philadelphia Harbor and deep water in the bay, was inaugurated in 1885, and contemplated the formation of a channel 600 feet wide and 26 feet deep at low water, at all points where a less width and depth naturally exists. The estimated cost in 1885 of this work was $2,425,000 with an annual cost of maintenance of $87,000. Since the date of the project $1,620,000 has been appropriated by the National Government, leaving about $800,000 yet to be appropriated for its completion.

During 1895 the City of Philadelphia appropriated $185,000 for the formation of the proposed channel at Schooner Ledge; this work will be

completed at an early date. During 1896 the City appropriated $500,000 toward additional work in improving the main ship channel below Philadelphia; and the General Government $500,000 toward the completion of the project of 1885.

The appropriation of $500,000 made by the City, has been applied to the removal of rock at Schooner Ledge; the removal of the shoal areas at Greenwich Point, between Kaighn's Point and Gloucester, to a depth of 26 feet at low water; to the formation of a channel through Mifflin Bar 600 feet wide and 26 feet deep; and to deepening the channel between Schooner Ledge and Marcus Hook to 26 feet for a width of 200 feet.

The appropriation of $500,000 by the General Government was applied to the formation of a dredged channel from 400 to 600 feet wide and 26 feet deep through the shoal areas at Dan Baker Shoal and Duck Creek Flats; towards dredging a channel of the same depth between Bulkhead Bar and Marcus Hook; the latter work is still in progress and will be completed at an early date.

The increased requirements of ocean carriers have made evident the necessity for a 30-foot low water depth in the channels between the Port of Philadelphia and the sea. In accordance with the requirements of the River and Harbor Act of 1896, Colonel C. W. Raymond, Corps of Engineers, submitted to Congress a project for the formation of a 30-foot channel at all points where a lesser channel depth now exists. This improvement involves the removal of about 32,400,000 cubic yards of material, at an estimated cost of $5,935,000.

The River and Harbor Act of March 3, 1899, appropriated $300,000 for continuing the improvement of the Delaware River, and after providing for the expenditure of such amounts as might be required between Trenton, N. J., and Christian Street, Philadelphia, provided for the application of the balance towards a 30-foot channel between Philadelphia and the sea. The Act further authorized the Secretary of War to appoint a Board of Engineers to make such further examination and report as might be deemed desirable; such a Board is engaged at the present time upon the duties assigned to it. (**Appendix A**).

For the improvement of the Schuylkill River, which is an essential part of the Harbor, the City of Philadelphia has appropriated since 1895 $220,000, which has been applied towards securing a 22-foot channel from Penrose Ferry Bridge to Fifty-eighth Street at or near Gibson's Point; and a channel from 20 to 18 feet deep from Fifty-eighth Street to Walnut Street Bridge; work under these appropriations is still in progress. Under an appropriation of $20,000 made by the General Government in 1896, the formation of a 26-foot channel over the bar at the mouth of the Schuylkill River was completed.

The recognized need for an increase of the channel dimensions of the Schuylkill River led to a provision in the River and Harbor Act of 1896 whereby a project and estimate was required for such increased channel depth. Under this provision Colonel Raymond has submitted to Congress a project for a low water depth of 26 feet between the mouth and Gibson's Point, and from thence to Walnut Street, Philadelphia, a depth of 22 feet. This project involves the removal of about 8,000,000 cubic yards of material at an estimated cost of $3,153,000.

The demand for a 30-foot channel between Philadelphia and the sea, became so imperative that Congress was memorialized on December 20th, 1898, by the Maritime, Trade and Commercial interests of the port, to adopt a 30-foot channel in place of the hitherto 26-foot channel, and urged to inaugurate by substantial appropriation, such an improvement. On February 20th, 1899, these organizations again presented to Congress the claims of the port to increased channel depths between Philadelphia and the sea, and urged such legislation, in the then pending River and Harbor bill, as would provide the channel depth required. The provision which was made for a 30-foot channel between Philadelphia and the sea in the River and Harbor Act of March 3, 1899, was the favorable result of this action by the organizations above referred to.

Shipping Legislation.

The recent session of Congress added materially to the obligations of American shipowners without extending to them any compensating advantages. The legislative controversy over seamen's legislation, in which this Exchange, with similar bodies, has been interested for the past four years, has been brought to an end by the enactment of a comprehensive measure dealing with a dozen of the more important relations of the Government, owners, masters and seamen. The bill is a compromise; but in many respects it gives seamen on American ships larger privileges than they enjoy on the vessels of any other nation. Arrest for desertion in the United States is abolished, and, generally speaking, the obligations of the shipping articles, in so far as they rest upon the seamen, have been relaxed. The agitation which has brought about this result has been conducted on the theory that the relations of master or owner, and seaman, should be no different from those generally existing between employer and employe. If this theory is to be accepted, shipowners may well begin to reflect whether they too should not soon move for the relaxation of some of the laws which bind them to a more rigid line of conduct than that to which employers as a rule are bound. The act also reduces considerably allotment of wages,

an experiment in a direction tried once before without success, through the indifference of the seaman to efforts to compel him by statute to be thrifty. The law which went into effect on February 21 has not yet been long enough in operation to judge of its results. The bill further provides for American vessels a scale of provisions for the crew which in variety and cost exceeds considerably the food furnished on foreign vessels. To reconcile with reason these and other features of the bill, which will considerably increase the cost of operating American vessels in competition with foreign vessels, it must be assumed that it is the purpose of Congress, in time, to devise some means for the promotion of the shipbuilding and shipowning industries in this country.

A second measure which, after several years consideration, became a law, provides that the masters and mates of all sailing vessels, of over 700 tons, and of sailing vessels and barges between 100 and 700 tons if they carry passengers for hire, must be licensed by the Government in the same fashion as the masters and mates of steam vessels. An annual inspection of the hulls of such vessels is also prescribed. A similar but broader law has been in force in Great Britain for some years, and our shipowners and masters should find no difficulty in complying with the new requirements, which are to be imposed on and after the 1st of July.

An amendment to Section 941 of the Revised Statutes will hereafter enable the owner of any vessel to file a general bond with sufficient surety, which will operate as a stay of execution of process in libel cases. This useful measure will mitigate the annoyance and loss to which owners are often put in libel cases where spite and desire to injure is too often the motive. At the same time the new law preserves all the rights of those who have just claims against a vessel.

For the first time since the Civil War, the Executive branch of Government presented to Congress last December a comprehensive and positive programme for the revival of American shipping and shipbuilding. This programme, endorsed in general terms by President McKinley in his message, was clearly outlined in the annual report of the Secretary of the Treasury. Mr. Gage's propositions were first, an extension of the postal subsidy Act of 1891 to meet present requirements; second, the establishment of a system of graded navigation bounties for American vessels in foreign trade, with special provision for the fisheries; third, the admission of foreign-built ships to American registry, (excluding the coasting trade) on condition that equivalent tonnage be built in the United States; fourth, a readjustment of tonnage taxes, equalizing them with those imposed by Great Britain and Germany; fifth, the application of our coasting laws to trade between the United States and Hawaii and Porto Rico. The first three propositions were embodied in

a bill, prepared by a committee representing American shipping interests and this bill, introduced by Senator Hanna, subsequently by Senator Frye, and by the Hon. S. E. Payne, Chairman of the House Committee on Merchant Marine and Fisheries, was favorably reported to both branches of Congress. The long delay in the ratification of the treaty with Spain, and the debates over army affairs prevented consideration at the short session of Congress. The bill will undoubtedly be taken up at the next session of Congress, and should be carefully studied, with a view to aggressive action, by the members of the Exchange. The bill applying the coasting laws to Hawaii passed the House unanimously, but was not reached by the Senate. Indeed, no legislation was enacted relating to the islands in the Pacific and Atlantic which have recently come into possession of the United States. This subject will engross the attention of Congress for some years, and the respect which the views of the Exchange have generally inspired at Washington, suggests the desirability of our study of the maritime phases of our new insular problems.

By the death of the Hon. Nelson Dingley, Jr., of Maine, an earnest friend of shipping interests, the Hon. Sereno E. Payne, of New York, has become Chairman of the Committee on Ways and Means. Mr. Payne has been Chairman of the Committee on Merchant Marine and Fisheries since December, 1895, and during his incumbency the representatives of the Exchange have had frequent occasion to consult him, and have found him conservative, intelligent and courteous at all times. In the Senate, the Hon. William P. Frye, whose course toward maritime affairs this Exchange has so often and so earnestly approved, will fortunately remain at the head of the Committee on Commerce.

Removal of Wrecks from Navigable Waters.

Five years have elapsed since the Exchange began to invite the attention of the authorities at Washington to the need of a law for the prompter removal of sunken wrecks, and obstacles to navigation, in main channels. The subject was brought this year to the attention of the Hon. Theodore E. Burton, Chairman of the River and Harbor Committee, and on presentation of the facts by your representative, two sections, to cover the desired purpose, were included in the River and Harbor Bill. In the Senate the subject, thus suggested, was treated even more fully, and as a result of the Exchange's initiative, the River and Harbor Act of this year contains a code relating to the removal of obstructions to navigation, which will prove of considerable value to our commerce. **(Appendix B).**

Winter North Atlantic Load Line.

Agreeably to the hope expressed in the last Annual Report, the pressure brought to bear upon the British Board of Trade by the Joint Committee of Philadelphia Commercial Organizations and others, resulted in December last in the promulgation of revised Load Line Regulations, abolishing altogether the Winter North Atlantic mark in the case of Steamers over 330 feet in length, and in the case of all steamers of 330 feet long or less, (other than those of the "Well-deck" type, for which special modifications are allowed), fixing the Winter North Atlantic Freeboard at a uniform rate of two (2) inches over the ordinary Winter freeboard, applicable alike to all United States ports north of Hatteras.

The effect of this ruling, which became operative at once upon promulgation, was to remove entirely the discrimination wrought by the previous regulations against Philadelphia, in common with other ports north of the Chesapeake, and to place upon the same footing as to Load Line, all United States Atlantic Ports between Portland and Norfolk, inclusive.

It will be of interest, as well as gratifying, to our members, to note that the British Board of Trade, by the above action, has at last done what this Exchange petitioned them to do in 1893: namely, placed the ports North of Hatteras on the same basis as to Load Line.

Overfalls Light Vessel.

In the Sundry Civil Bill of 1897 the sum of $80,000 was appropriated "for the construction and equipment of a light vessel for 'Overfalls' Shoal, entrance Delaware Bay." This vessel when built was taken by the Light-House Department from the Philadelphia District, and sent to the Baltimore District to be placed as a substitute vessel on "Diamond" Shoal, Cape Hatteras, and so far as this Exchange is advised this vessel, although specially built for the Fourth Light-House District, still remains in the possession of the Fifth District.

Owing, however, to the agitation of this and other organizations the Light-House Board in September sent to this district from Norfolk, Va., an old light vessel (No. 46), upon which extensive repairs were made at Wilmington, Del., and on December 1st, 1898, this vessel was placed to mark the "Overfalls" Shoal at the entrance to Delaware Bay.

The diversion of Lightship No. 71, constructed and equipped under an appropriation in the Sundry Civil Bill of 1897 specially for "Overfalls" Shoal in the Fourth Light-House District, to another District, has never been satisfactorily explained to the Exchange.

An effort to obtain an appropriation from the last Congress for a Relief Light Vessel for the Fourth Light-House District failed, and this District, as for many years past, remains without a relief vessel to take the place of those which, from time to time, are of necessity removed for purposes of overhauling and repair. The return of Light Vessel No. 71, to the Philadelphia Light-House District, where it justly belongs, would in some measure provide us with a relief light vessel, and your Board proposes to take early action in the matter.

Lights to Mark the National Harbor of Refuge.

The rapid work of construction of the National Harbor of Refuge at the entrance to Delaware Bay, and the failure of the government contractors to adequately mark the same at night, caused the Exchange to take the matter into consideration. An extensive correspondence was carried on with Departments of the government which resulted in the placing of small red post lights on either end of the work. These lights were not considered satisfactory by the Exchange, and further correspondence ensued, which resulted on March 13th, 1899, in the establishment of new lights of increased power upon either end of the new breakwater. A close observation since that date has shown these lights to be entirely satisfactory.

Sub-Marine Mines in the Delaware River.

After the declaration of war with Spain sub-marine mines were placed by the National Government in the channels of the Delaware River in the vicinity of Fort Delaware. Patrol boats stationed above and below the mine fields enforced the regulations issued by the United States Engineer in charge, and insured the safety of passing vessels. (**Appendix C.**)

Marine Department. Baltimore Chamber of Commerce.

It having been reported to your Board early in the present year, that the Chamber of Commerce of the City of Baltimore had determined to add a marine department to its organization, and provide an improved reporting service from the Chesapeake Bay, your Board extended to that Chamber the good wishes of The Philadelphia Maritime Exchange for the success of the enterprise, with the assurance that any assistance in the formation of its plans, that the experience of our Exchange would enable it to give, would be cordially rendered. Such a service as that contemplated by the Baltimore Chamber of Commerce has been long needed, for it is now practically impossible to locate an inward bound vessel after she has passed Cape Henry until her arrival in port.

Harbor Master's Boat.

The desirability of recommending the State Legislature to make an appropriation for the purpose of furnishing a suitable steam vessel for the use of the Harbor Master of the Port of Philadelphia, has been under consideration during the year, but no definite action was taken, owing to the condition of the finances of the State which would not allow such an appropriation being even considered at this session. The matter, however, will not be lost sight of.

Exposition of American Manufactured Goods at Philadelphia, 1899.

An exposition will be held here from September 14th to November 30th of this year, the object of which is to place upon exhibition American manufactures, with a view to extending the export trade of the United States. Appropriations to defray the expenses attending this enterprise have been made by the National and State Governments and the Municipality, but in order to secure the fullest beneficial results, a large subscription from private sources is needed, and your Board trusts that the members of the Exchange will respond liberally to the appeal which has been made to them by the Sub-Committee of the Exchange representing the General Finance Committee of the Exposition.

Steamer-Grain Charter-Party for Range Ports.

In November your Board approved an amendment to the Philadelphia Steamer-Grain Charter-Party for Range Ports, with reference to discharge at ports where there is not sufficient water for vessel to get the first tide after arrival without lightering. (See **Charter Party,** page 53).

Amendment to Maritime Rules.

Your Board also in February, 1899, approved a change in the paragraph entitled "Loading" in the Maritime Rules of the Port of Philadelphia. (See **Maritime Rules,** page 47.)

Pilotage Rates.

By recent Acts of the Legislatures of Pennsylvania and Delaware twenty-five cents (25 cts.) per half foot has been added to the pilotage rates for the Delaware Bay and River. (See **Pilotage Rates,** page 76.)

Anchorage Regulations.

At a meeting of the Board of Port Wardens held the 3d day of April, 1899, the Anchorage Regulations for the Port of Philadelphia were revised. (See Harbor and Anchorage Regulations, page 43.)

Bankruptcy Bill.

Your Board has frequently petitioned Congress in favor of the enactment of an equitable bankruptcy law, and it is therefore glad to be able to record the passage of a measure which seems to fulfill this requirement.

Reporting Stations.

Each of the stations of the Exchange has maintained its reputation for good work during the past year, and your Board is glad to be able to testify to the faithful and intelligent services rendered by the employes.

Delaware Breakwater Cable.

On May 31st, 1898, the cable connecting the Delaware Breakwater with the mainland was parted, and badly damaged, by a vessel dragging through it, and repeated efforts to recover the same having failed, your Board decided to authorize the purchase of 4,000 feet of single conductor armored cable; and on July 16th, 3,000 feet of this cable was laid, and the service from the Breakwater resumed the same day.

On the night of February 21st, 1899, the first accident to the new cable occurred. A fleet of vessels, anchored in the harbor of the Breakwater being carried by heavy ice, severed the cable. The Superintendent promptly transferred his force to the Iron Pier Station, from which point the routine business of the Exchange was carried on. On March 2nd the Superintendent commenced the work of repair, assisted by the crew of the Wrecking Steamer "North America," and next day telegraphic communication with the Breakwater Station was re-established. It was found necessary, however, to use the remaining 1,000 feet of new cable which had been stored on the Iron Pier as a reserve. The Exchange highly appreciates the friendly and valuable service rendered by Captain Gibbons and the crew of the Steamer "North America" on this and other occasions when our cable has been broken.

Temporary Transfer of Iron Pier Station to Government.

Soon after the declaration of war with Spain, the attention of the Exchange was directed to efforts being made by the Navy Department to find a suitable site in the vicinity of the Capes of the Delaware for the establishment of a signal station. The auxiliary station of the Exchange at the Iron Pier being vacant, your Board tendered its use to the National Government, and at the same time expressed its wish to co-operate by rendering any service within its power. The offer of the Exchange was accepted, and on the 23rd day of April the station was occupied by a detachment of the Signal Corps, which maintained a continuous service therein until the 9th day of August.

Lewes Branch Office.

On June 1st, 1898, the Branch Office of the Exchange at Lewes, Delaware, was transferred from the quarters it had occupied since June 1st, 1893, to another building in the near vicinity, and it is gratifying to report that the change appears to have met with general approval.

Reedy Island Reporting Station.

In November last the United States Marine Hospital Service, at the earnest solicitation of the Exchange, laid a new cable, 5,000 feet long, between Reedy Island Quarantine Pier and Port Penn, Delaware, in a position to prevent, as far as possible, contact with passing vessels. The Western Union Telegraph Company also rebuilt the land-lines in the vicinity of this station in a substantial manner, and your Board has every reason to hope that the important reporting service from this point will now be maintained without interruption.

Cape May Reporting Station.

At the instance of members of the Exchange interested in coastwise navigation, your Board favorably considered the inauguration of a reporting service from Cape May, New Jersey. Through the courtesy of the General Superintendent of the United States Life-Saving Service, arrangements were made with the keeper of the Cape May Life-Saving Station, whereby reports of passing vessels are forwarded to an agent of the Exchange in Cape May City by telephone, the Exchange having, for this purpose, become a subscriber to the local Telephone Company. The news is thence forwarded to the Exchange by telegraph. This additional reporting service from the capes of the Delaware will undoubtedly be appreciated.

The Great Storm of February, 1899.

During the trying days of February, 1899, when this section of the country was visited by a storm of almost unprecedented severity, the resources of the Exchange were severely tried. Owing to the condition of the river and bay, reports from vessels between Philadelphia and the sea were eagerly looked for, and it became desirable to provide temporary reporting stations in sections of the river where heavy ice was blocking navigation, and the Exchange itself was kept open on Sundays and Holidays.

The employes of the Exchange, both at the Philadelphia office and at each of the reporting stations, cheerfully responded to the extraordinary call made upon them, and thus made it possible for the Exchange to provide a service that gave much satisfaction.

At a meeting of your Board held February 27th a resolution was unanimously adopted, commending all the employes of the Exchange for the excellent service maintained during the storm, and thanking them one and all, for the effective and willing work that brought about this result.

Vacancies on Board.

Your Board regrets that owing to the removal of Mr. Geo. H. Higbee to the Pacific Coast it lost one of its most valuable and active members. Mr. Rodman E. Griscom was elected to fill this vacancy for the term ending April, 1899. Mr. Geo. Harriss, Jr.'s seat on the Board having become vacant, Mr. P. D. Todd was elected to fill the vacancy for the term ending April, 1900.

Appended hereto is the Annual Report of the Treasurer and the usual statistics.

Respectfully submitted,
By order of the Board of Directors,
GEO. E. EARNSHAW,
President.

E. R. SHARWOOD,
Secretary.

Philadelphia, 20th April, 1899.

THE PHILADELPHIA MARITIME EXCHANGE.

Treasurer's Statement for the fiscal year ending December 31st, 1898.

1898.	*Dr.*		1898.	*Cr.*	
Jan. 1,	To Balance of cash on hand as per last Report...	$251 87	Dec. 31.	By PAYMENTS FOR ALL PURPOSES DURING THE YEAR.	
Dec. 31.	RECEIPTS FROM ALL SOURCES DURING THE YEAR.			By Expenses of Philadelphia Office.....	$10,092 42
	Revenue from Annual Dues.....	$8,272 50		" " " Breakwater Station,	2,854 80
	" " Subscriptions.....	3,592 50		" " " Lewes "	591 95
	" " Press Association.....	1,950 00		" " " Reedy Island "	830 54
	" " Special Service.....	3,120 22		" " " New Castle "	206 84
	" " Transfer Fees, Interest, etc.....	345 28		" " " Marcus Hook "	1,569 65
	Total Revenue.....	$17,280 50		" " " Atlantic City "	180 00
				" " " Cape May "	106 10
				" " " New York Account,	751 76
				" " " Baltimore "	58 51
				Total Expenses.....	$17,242 57
			Dec. 31.	By Balance carried forward to 1899 account.....	289 80
		$17,532 37			$17,532 37

BALANCE SHEET, January 1st, 1899.

Dr.		*Cr.*	
To Investments.....	$2,000 00		
" Cash	289 80	By Profit and Loss.....	2,289 80
	$2,289 80		$2,289 80

Respectfully submitted, Philadelphia, January 23, 1899,

J. S. W. HOLTON,
Treasurer.

Examined and found correct.

JOSEPH A. BALL,
THOMAS WINSMORE,
JOSIAH MONROE,
} *Finance Committee.*

PHILADELPHIA, JANUARY 23, 1899.

BY-LAWS

OF

The Philadelphia Maritime Exchange.

Adopted February 23, 1894.

Article I.

Section 1. There shall be an annual meeting of the Exchange between the hours of 12 o'clock M. and 3 o'clock P. M., on the Thursday preceding the fourth Monday in April; but when such day shall fall on a holiday the meeting shall be held on the preceding business day. On the same day the Exchange shall enter into an election for directors in the manner hereafter provided for.

Section 2. The Directors elected at the annual election held in the year 1893 shall choose by lot seven of their number to serve for the period of three years, six for the period of two years, and six for the period of one year, and thereafter at each succeeding annual election, and in the same order, a class of Directors shall be elected to serve for three years.

Section 3. The election shall be conducted by a Judge and two Tellers appointed by the Board of Directors from the active members of the Exchange, who shall be entitled to such compensation for their services as the Board may prescribe.

Section 4. Directors shall be active members of the Exchange, and all elections shall be by ballot, and every active member in good standing shall be entitled to vote in person or by proxy, and may cast the whole number of his votes for one candidate or distribute them upon two or more candidates, as he may prefer, and firms consisting of two or more persons shall only be entitled to one vote for each certificate of active membership; and the candidate or candidates receiving the plurality of votes cast by the active members voting shall be declared elected.

Section 5. The polls shall be opened for the annual election at 12 o'clock M. and remain open until 3 P. M., at which latter hour the voting shall cease, and the Judge and Tellers shall thereupon count the votes as

cast, and notify the Secretary of the result, who shall immediately post the same on the bulletin board of the Exchange.

At the Annual Meeting the order of business shall be as follows:

1. Selection of Chairman.
2. Report of the Board of Directors.
3. Report of the Treasurer.
4. Deferred and new business.

Section 6. At the regular meeting of the Board of Directors succeeding the Annual Election, the Board shall elect one of their number as President, one as Vice-President, and one as Treasurer, who shall serve for the ensuing year and hold office until their successors are duly elected and qualified. Should no quorum of the Board be present at such meeting, the election shall be held at the first meeting at which a quorum is present.

Section 7. The President, upon the written request of fifteen active members, shall call special meetings of the Exchange. This request shall state explicitly the object of such meeting, and no other business shall be transacted thereat. Notice of all special meetings, including the objects for which such meetings are called, shall be conspicuously posted on the bulletin board of the Exchange at least forty-eight hours prior to the convening of any such meeting, and notice mailed to the last recorded address of each active and of each contributing member at least three days prior thereto.

Section 8. At all meetings of the Exchange twenty active members shall constitute a quorum for the transaction of business.

Section 9. At the request of ten active members, the yeas and nays of those present and voting shall be recorded.

Section 10. Cushing's Manual shall be the authority on all questions of parliamentary usage arising at the meetings of the Exchange, its Board, or of its Committees.

Article II.

Section 1. It shall be the duty of the President to preside at all meetings of the Board of Directors and all special meetings of the Exchange.

Section 2. He shall appoint all committees, unless otherwise directed by the Board or by the Exchange, and be *ex-officio* a member of the same.

Section 3. He shall from time to time communicate to the Exchange, or to the Board of Directors, or any committee thereof, such matters as in his opinion will tend to advance the interests of the Exchange.

Section 4. He shall take charge of all bonds of suretyship given by officers or employees of the Exchange, and do all other acts properly belonging to the executive officer of a corporation.

Article III.

In case of the death or absence of the President, or of his inability from any cause to act, the Vice-President shall perform the duties of the President; and in case of the absence of both President and Vice-President, then the Board of Directors shall appoint one of their number to perform the duties of President for the time being.

Article IV.

The Secretary shall keep a record of the proceedings of the Board of Directors, and all meetings of the Exchange; and shall, under the direction of the Board of Directors, have charge of the office and clerical staff, and of the detail work of the Board, and of the various standing and special committees thereof, keeping and preserving in an orderly and systematic manner all books and documents, so that they shall at all times be accessible and convenient for reference. He shall have the custody of the corporate seal of the Exchange, which he shall affix to all documents directed to be executed by the Board. He shall collect and pay over to the Treasurer all moneys due the Exchange for assessments, fines, fees or otherwise. He shall, under the supervision of the Floor and Library Committee, have charge of the Exchange Rooms, and shall cause them to be properly heated, cleaned, ventilated and kept in order and repair. He shall have charge of the bulletins of the Exchange, and shall cause all information, statistics and notices pertaining to the business of the Exchange to be posted thereon in a correct, neat and orderly manner. He shall, with the advice and consent of the Board of Directors, appoint such assistants as he may deem necessary to aid him in the performance of his duties, and with a view to the greatest economy consistent with efficient service, shall organize them in separate departments, for the proper workings of each, and for all of which he shall be held responsible. He shall perform such other duties incident to his office as may from time to time be required of him by the Board.

Article V.

The Treasurer shall give bonds for the faithful performance of his duties, with approved sureties for such amount as the Board may, from time to time, determine, or as may be prescribed by law. He shall have the custody of all sums due to the Exchange, and upon the order of the Board of Directors, shall invest, deposit and disburse the same. He shall not pay out any of the funds of the Exchange unless authorized by the Board. All disbursements shall be made by checks signed by him and countersigned by the President. He shall keep regular books of account, and carefully

preserve all vouchers for the payment of money, and all bonds and securities representing investments belonging to the Exchange. He shall render a monthly account at each regular meeting of the Board of Directors, and an annual report to the Exchange at the annual meeting thereof, which report shall be audited and approved by the Finance Committee before presentation.

The funds, books, vouchers and securities in his hands shall, at all times, be under the supervision of the Board of Directors, and subject to its inspection and control; and at the expiration of his term of office, he shall transfer all funds, books and other property of the Exchange in his possession to his successor.

Article VI.

Section 1. The Board of Directors shall hold regular meetings on the fourth Monday of each month, except July and August; but when such day shall fall on a holiday, the meeting shall be held on the first business day thereafter.

Section 2. Special meetings shall be called by order of the President, or at the written request of three directors, twenty-four hours' notice being given, and the object of the meeting being stated in the call, and no other business shall be transacted.

Section 3. Ten members shall constitute a quorum for the transaction of business.

Section 4. The Board shall have the general management, care and supervision of all the property and interests of the Exchange, and shall consider and report at the annual meeting upon all subjects that may require the action of the Exchange, and shall also consider and report upon all matters which the Exchange may specially refer to it.

Section 5. It shall appoint a Secretary, who shall hold office at the pleasure of the Board.

It shall also appoint, from time to time, a Solicitor, an Assistant Secretary, or other officers and such special committees as it may deem necessary for the purposes of the Exchange.

Section 6. If any member of the Board of Directors shall be absent from three consecutive stated meetings of the Board without a valid excuse made in writing to the President, it shall be the duty of the Secretary to report the fact to the Board, and the President shall thereupon put the question to the Board whether the seat of such Director shall or shall not be declared vacant.

All vacancies in office, arising from any cause whatsoever, shall be filled by the Board at any regular meeting, or at any special meeting called for the purpose.

The election for supplying the vacancy shall be by ballot.

Section 7. The following committees shall be standing committees of the Board:

1. *A Finance Committee, to consist of three members.* They shall have the general supervision of the accounts and finances of the exchange, subject to the direction of the Board. They shall approve all bills, and every three months audit the accounts of the Treasurer and report the same to the Board. Before the payment of any bill, it shall be marked "Approved," and the approval thereof signed by the chairman of the committee.

2. *A Floor and Library Committee, to consist of three members.* They shall have general supervision of the floor of the Exchange, shall see that proper order is observed and that the Regulations of the Exchange as affecting the rooms are enforced. They shall have charge of the Board Room, Library and Records of the Exchange and power to adopt Regulations, subject to the approval of the Board, for the preservation of order upon the floor, and for the use of the Library and Records. They shall have the selection and supervision of the newspapers, furniture and charts, and shall see that the Regulations they adopt are exhibited in a conspicuous position.

3. *A Harbor, Pilotage and Station Committee, to consist of five members.* They shall have general supervision of subjects relating to the harbor, river, bay and adjacent waters, and all subjects relating to pilotage and reporting stations.

4. *A Commerce and Transportation Committee, to consist of five members.* They shall have general supervision of all matters concerning commerce and transportation.

5. *A Membership Committee, to consist of three members.* All proposals for membership shall be submitted in writing to this Committee, for consideration, and they shall report thereon to the Board.

6. *An Executive Committee, to consist of the Chairman of the various standing committees of the Board*, of which committee the President of the Exchange shall be chairman. They shall consider all questions referred to them by the Board, and shall make such suggestions as they may deem advisable for the interests of the Exchange, and, subject to the orders of the Board, carry into effect any matter that may be referred.

Section 8. Reports of committees shall be made in writing to the Board of Directors at each stated meeting of the Board, and signed by a majority of each committee. Minority reports may be submitted.

Section 9. Vacancies that occur in any of the committees shall be filled by the President.

Section 10. A majority of any committee shall constitute a quorum for the transaction of business.

Article VII.

Section 1. The name of any reputable individual, firm or corporation, on the proposal of one active member, endorsed by another, shall, if approved by the Committee on Membership, be presented to the Board of Directors for active membership, and the said Board may proceed to an election. Three black balls shall defeat the election of the applicant. Newly-elected active members shall, within thirty days after their election, pay to the Secretary of the Exchange the initiation or transfer fee prescribed, and also the pro rata dues for the fiscal year. Upon the payment of these fees and dues it shall be the duty of the Secretary to cause to be issued or transferred to the newly-elected active member a certificate of active membership, which shall entitle the holder thereof to all privileges of the Exchange, subject to the By-Laws and regulations thereof. The said certificates of active membership, provided all dues assessed thereon shall have been paid, shall be transferable on the books of the Exchange, upon the payment of a transfer fee of Five Dollars to the Exchange, provided the transferee thereof shall have been regularly elected a member of the Exchange, as provided for in the case of original applicants.

Section 2. Upon the transfer of any certificate as aforesaid, the transferrer shall surrender and forfeit all his rights and privileges in and to the benefits and property of the Exchange, and all the said privileges shall inure to the transferee upon his complying with the requirements of active membership. He shall then be an active member of the Exchange and owner of the said certificate.

Section 3. Newly-elected active members shall either pay to the Secretary within the time hereinbefore specified an initiation fee of Twenty Dollars, and certificates of active membership shall thereupon be issued to all such persons, or else present a certificate of active membership for transfer, and pay the transfer fee of Five Dollars. An annual tax, to be fixed each year by the Board, shall be paid by all active members of the Exchange within sixty days after the same shall fall due, and any active member who shall be in arrears thereafter shall be considered as in bad standing and deprived of admission to the floor and all of the rights and privileges of active membership, and the Board of Directors shall have the power by resolution to cancel the certificate of active membership of any member who shall be in arrears for six months.

Section 4. The Secretary shall issue upon each certificate of membership one card of admission which shall entitle the holder to admission to the rooms of the Exchange, and the privileges and benefits thereof, but corporation and firm members shall designate one person in whose name the card of admission is to be issued, and in the absence of such designation,

the Secretary shall issue such card to the President of the corporation, or the senior member of the firm, as the case may be. No one shall be admitted to the rooms of the Exchange without a card of admission, and it shall be shown at the door upon request.

Section 5. Prior to April 1st, 1894, every member of the Exchange in good standing shall have the privilege of nominating not more than three individuals, firms or corporations for election as members, and upon the election thereof and the payment of thirty dollars to the Secretary by each newly-elected member, a certificate of membership in the Exchange and a card of admission in accordance with these By-Laws shall be issued to each without other transfer or initiation fee, and no dues shall be assessed on said certificate of membership prior to April 1st, 1895.

Section 6. Journalists, collectors of news, insurance companies and others, or their representatives, requiring the use of the news of the Exchange for other than ordinary private mercantile business can obtain and use the same only under special contract made therefor with the Executive Committee.

Any member who shall furnish or publish the news, or otherwise act in violation of this By-Law, shall be dealt with as provided in Article VII, Section 8, of these By-Laws.

Section 7. Individuals, firms or corporations not directly interested in maritime matters, may be elected contributing members of the Exchange in the manner provided for the election of active members, and upon the payment of thirty dollars ($30) per annum in advance on the first day of April of each year, shall have all the rights and privileges of active members, except that of voting, or being eligible to office.

Section 8. Any violation of the By-Laws or Regulations, or any ungentlemanly or dishonorable conduct on the part of a member, shall subject him to public expulsion, and the Board of Directors, upon a two-thirds vote, shall have full power to expel or suspend any member for cause.

Upon the death of an active member, the certificate of active membership shall descend to his legal representative, who may dispose of the same, subject to the approval of the Board.

Article VIII.

Section 1. Any active members of the Exchange having business disputes with each other, may submit the same to arbitration as hereinafter provided.

Section 2. Each party to the dispute shall select an Arbitrator, and the Arbitrators so chosen shall elect an Umpire, who shall preside at all

meetings of the arbitration. All Arbitrators and Umpires must be members of the Exchange.

Section 3. The decision of a majority of the Arbitrators shall be final and binding on all parties to the arbitration.

Section 4. The parties electing to arbitrate shall file with the Secretary of the Exchange a notification to that effect, together with a general statement of the case on which Arbitration is desired. On receipt of this notification, the Secretary shall notify both parties, their Arbitrators and the Umpire, appointing a time (not later than ten days after the receipt of the original notice by him) and place, when and where the case shall be heard. In event of either party not attending on the appointed day, unless they shall present a sufficient written reason, in the Umpire's opinion, for their not doing so, the case shall be heard by the Arbitrators, and judgment rendered in accordance with their decision.

Section 5. No transfer of any certificate of active membership shall be made pending an arbitration in which the holder thereof is a party.

Section 6. The Secretary shall submit the following oath to each Arbitrator and Umpire before the presentation of the case: "You do swear (or affirm) that you will faithfully hear and examine the matter in controversy to be submitted before you, and make a just award therein, according to the best of your understanding, so help you God" ("and so you do affirm").

Section 7. All witnesses called to testify before the Arbitrators shall be first sworn or affirmed by the Secretary as follows: "You do swear that the evidence you shall give in the matter now before the Arbitrators shall be the truth, the whole truth, and nothing but the truth, so help you God;" or, "You do solemnly, sincerely and truly declare and affirm that the evidence you shall give in the matter now before the Arbitrators shall be the truth, the whole truth, and nothing but the truth, and so you affirm."

The testimony of each witness shall be reduced to writing, signed at the end thereof by the witness, and attested by the Secretary.

Section 8. The Secretary, or a substitute appointed by the Arbitrators, shall act as clerk of the Arbitration Committee, and shall see that the proper forms, as provided for herein, are faithfully carried out by all concerned—that the proceedings of the Arbitrators are recorded in a book to be kept for that purpose, in which shall be entered a summary of each controversy submitted for arbitration, the award made thereon, and the ground for such award. Said book shall be the property of the Exchange.

Section 9. The Secretary and each of the Arbitrators shall be entitled to a fee of Five Dollars in cases involving Two Hundred and Fifty Dollars or less, and a fee of Ten Dollars in cases involving an amount over Two

Hundred and Fifty Dollars, for each and every sitting. These fees and the necessary expenses incident to taking testimony shall be paid by the unsuccessful party, unless otherwise ordered by the Arbitrators.

Section 10. Prior to the hearing of any cause, the Secretary shall require the disputing parties to sign an agreement in writing expressing their willingness to submit their case to arbitration, and to be bound by the Arbitrators' decision, and that the submission be made a rule of court. Such agreement shall state in terms sufficiently particular to fully express, limit, and identify the subject-matter, or matters submitted, and the names of the Arbitrators chosen, and shall authorize the Arbitrators to impose upon the losing party the award which, in their opinion may be proper, together with the payment of the fees above provided for.

Article IX.

These By-Laws may be amended by the majority of the active members present at any meeting of the Exchange, provided that such amendment shall have been submitted to the Board of Directors at least thirty days previous to the said meeting, and that at least five days' notice of the proposed amendment shall have been mailed to the last recorded address of each active and contributing member as appears by the Secretary's book.

FLOOR REGULATIONS.

Approved by the Board of Directors.

On and after April 1st, 1894, the following Floor Regulations of The Philadelphia Maritime Exchange shall be in effect.
(*Amended January 17th, 1898.*)
(" *April 17th, 1899.*)

1. No one shall cut, mark, injure or remove any book, paper or article of furniture belonging to the Exchange.

2. No one shall alter, erase, or remove any matter posted upon any bulletin or in any record book.

3. No one shall post any notice, call, or information upon the walls or bulletin-boards without authority from the Secretary, and the approval of the Floor and Library Committee.

4. No shipmaster or visitor, extended the privilege of the floor, shall transact business in the Exchange, except through a member thereof.

5. No member, or other person, shall publish or sell the news of the Exchange, or furnish the same for publication or sale unless authorized by special contract in writing previously made with the Executive Committee.

6. If any member shall be guilty of ungentlemanly behaviour or improper conduct while upon the floor or in any of the rooms of the Exchange, or shall violate any of the By-Laws or Regulations, it shall be the duty of the Floor and Library Committee, upon the receipt of written complaint thereof from a member or employee of the Exchange, to investigate the charges, and if they are sustained the Committee shall report to the Board of Directors, who shall have the right to suspend, expel, or impose upon the offender such fine as may be agreed upon by a two-thirds vote, but not exceeding for a first offense Twenty-five Dollars ($25).

For a second offense, the offender may be fined not exceeding One Hundred Dollars ($100), or suspended or expelled by a two-thirds vote of the Directors present at any regular meeting thereof.

Failure to pay a fine within five (5) days shall subject the party in default to suspension by the Board of Directors.

A suspended member may be reinstated by a two-thirds vote of the Directors present at any regular meeting thereof.

7. If any non-member shall violate the By-Laws or Regulations, his ticket may be taken up by order of the Floor and Library Committee, and

he may be refused admission to the floor of the Exchange until the next stated meeting of the Board of Directors.

8. Members in arrears for the annual tax for a period of sixty days shall be deprived of admission to the floor, and of all rights and privileges of membership in accordance with Article VII of the By-Laws; and members in arrears upon bills for special service for a period of thirty days shall be deprived admission to the floor.

CARDS OF ADMISSION.

Upon each Certificate of Membership one card of admission shall be issued by the Secretary, which shall entitle the member to admission to the rooms of the Exchange, and privileges and benefits thereof, but corporations and firms shall designate one person in whose name the card of admission is to be issued, such person, if an officer of the corporation, or a member of the firm, designating him, and shall become thereby the duly accredited representative thereof, and entitled to vote for it at the meetings of the Exchange, and be subject in all respects to the By-Laws and Rules and Regulations.

Cards of admission must be shown at the door upon request.

PILOTS' TICKETS.

Cards of admission to the floor of the Exchange may be issued at the discretion of the Floor and Library Committee to regular pilots licensed under the laws of the States of Pennsylvania and Delaware. Such cards shall state the name of the pilot and the State by whom his license is issued, and shall be void if used by any other person.

SHIPMASTERS' TICKETS.

Cards of admission to the floor, good for ten days, may be issued at discretion of the Floor and Library Committee, to masters in actual command of vessels in service.

VISITORS' TICKETS.

Non-resident visitors to the Exchange must be introduced by a member in good standing, and their names shall be registered in a book provided for that purpose. A visitor so introduced may receive a card of admission good for six (6) consecutive days, and the same can be renewed at discretion of the Floor and Library Committee. Should such visitor violate the By-Laws or Regulations by the transaction of business on the floor, or in

any other manner whatsoever, the member introducing him shall be held responsible for such violation.

UNAUTHORIZED USE OF TICKETS.

The door-keeper shall take up any card of admission presented by a person not authorized under the By-Laws or Regulations of the Exchange to use the same, and shall refuse admission to such person.

TEMPORARY TICKETS.

A temporary card of admission, good until the day of the next succeeding regular meeting of the Board of Directors, may be issued at the discretion of the Floor and Library Committee upon the recommenda tion of the Membership Committee, to any candidate for membership.

SUBSTITUTE TICKETS.

A substitute card of admission may be issued at the discretion of the Floor and Library Committee, upon written request of a member, who shall be responsible for any violation of the By-Laws or Regulations by his substitute.

COMPLIMENTARY TICKETS.

Complimentary cards of admission may be issued as authorized by the Board of Directors from time to time; such cards to be signed by the President and attested by the Secretary.

LOST TICKETS.

Duplicates may be issued in place of lost cards of admission by the same authority and in the same manner that the originals were granted.

Special Service.

TELEPHONE AND MESSENGER SERVICE.

All maritime information in possession of the main office of the Exchange can be obtained by any member promptly and without charge, on application personally at the rooms, or by telephone, messenger or letter. For example, if a member wishes to know the position of a certain vessel, he is entitled to and will receive at once all the information in possession of the office at the time inquiry is made.

On the other hand, if a member requests in advance that he shall be kept advised either by telephone, messenger, or letter, of all movements or information in regard to a particular vessel, or vessels, or cargoes, such request involves extra service, which must be paid for at special rates.

RATES.

Single request in advance for telephone, messenger, or letter report of the sailing, arrival, or passing a reporting point, or any one item of information in regard to any particular vessel or cargo, ten cents payable when request therefor is made, or monthly, or as may be arranged for by the Floor and Library Committee.

Special service by telephone, messenger or letter, of the sailing, arrival, or passing a reporting point, of a particular line of vessels, or a particular ownership, or a number of vessels, or the continued movements of a single vessel, can be arranged for with the Floor and Library Committee.

DIRECT NEWS FROM STATIONS.

Superintendents of Reporting Stations and of the Lewes Branch Office are instructed to answer inquiries received direct from members, as to questions of fact within their own knowledge, such answers to be sent through the Exchange when practicable. A charge of fifty (50) cents will be made for each answer, exclusive of telegraph tolls, if any.

BUSINESS HOURS.

The business hours of the Exchange shall be as follows:

Weekdays, (Saturdays excepted) from 8 A. M. until 6 P. M.

Saturdays, from 8 A. M. until 4 P. M., except between June 15th and September 15th, when the Exchange will close at noon.

Legal holidays, from 9 to 10 A. M.

All of which are subject to the discretion of the Floor and Library Committee.

Promulgated by order of the Floor and Library Committee.

RECORDS AND BULLETINS ON FILE IN THE MARITIME EXCHANGE.

Delaware Bay and River News.—Embracing the movements of all classes of Vessels as observed from the Stations of the Exchange in the Bay and River Delaware.

Arrivals—Foreign and Coastwise.—Comprising all arrivals of Vessels at Philadelphia from Foreign and Coastwise Ports.

Clearances—Foreign and Coastwise.—Comprising all clearances of vessels from Philadelphia to Foreign and Coastwise Ports.

Imports.—A complete record of Manifests of Cargoes of all Vessels from Foreign Ports.

Exports.—A complete record of all Manifests of Cargoes of Vessels leaving Philadelphia for Foreign Ports.

Foreign Cable Shipping News.—The movements of Vessels in the American trade at Foreign Ports, *as received by Cable.*

Domestic Shipping News.—The movements of Vessels at American Ports, *other than Philadelphia.*

Disasters and Miscellaneous.—The earliest intelligence procurable respecting Disasters, Detentions and Maritime items of general interest, from all parts of the world.

Charter Book.—Record of Charters made at and from American Ports.

Mail Steamers.—The names of Steamers and hour for closing Outward Mails at Philadelphia and New York; *the hour of sighting* Inward Mail Steamers, with the time their mails will be ready for delivery; changes, detentions, etc.

Financial Reports.—Daily quotations of Exchange in European Monetary Centres, the fluctuations of Bonds, Stocks, Consols, Rentes, etc., on the London Stock Exchange and Paris Bourse, embracing "Governments" and General Securities; Silver quotations; Paris Exchange on London; Specie statements of the Bank of England, Bank of France and the Imperial Bank of Germany, with their current rates of Discount.

Also, similar intelligence from the principal Monetary Centres of the United States, including fluctuations in the principal Bonds, Railroad Stocks and Mining Securities; notice of Dividends declared; and Clearing House statements from Boston to San Francisco.

Market Reports.—Embracing the quotations for the day in all the principal Trade Centres of Grain, Petroleum, Cotton, Provisions, and, in fact, all staples for both immediate and future delivery; together with the tone and special features of the Markets, and Rates of Freight by Rail, Steam and Sail, both Inland and Ocean.

Cable Quotations from the principal cities of England, France, Germany and other European Markets, for Grain, Petroleum, Provisions, Cotton, Coffee, etc., in detail; also Foreign Specialties and Freight in various directions, the Coffee Market at Rio Janeiro, and Cuba Sugar Market.

Statistics relating to the Export and Import Trade of the United States.

Distinguishing Day Marks and Night Signals of the different steamship lines.

Light-House Notices, with the latest changes in Lights, Buoys, etc.

Consular Reports from abroad to the Government at Washington.

Weather Reports of the United States Weather Bureau. A printed weather map based on observations made at eight o'clock in the morning, 75th meridian time, at 106 stations throughout the United States and the Dominion of Canada, is posted, daily, at about 11 A. M.

This map shows the distribution of barometric pressure and temperature over the whole country by isobars and isotherms. The wind direction and weather are represented by arrows and circles. It also contains forecasts of the weather expected for the succeeding 36 hours from 8 A. M.

A Coast Bulletin is prepared daily at the Exchange, showing the direction and velocity of the wind and the state of the weather at eighteen stations on the Atlantic Coast, from Eastport, Maine, to Key West, Florida, and including the principal ports in the Gulf of Mexico.

Special bulletins of Cold Wave, Frost, Snow, and Hurricane warnings are promptly posted.

During the year 1898 the equipment of the Maritime Exchange reporting station at the Delaware Breakwater was supplemented by the Weather Bureau with a full set of instruments for recording the direction and velocity of wind. These wind conditions, together with those of Philadelphia, are received and posted at the Exchange several times during each day, for information and comparison.

General News.—Embracing items of miscellaneous character, such as Business Failures, Fires, Quarantine and other official notices; important legal decisions in Admiralty, and Press dispatches from all parts of the world.

List of Vessels in Port.—Showing Nationality, rig, tonnage, location, employment, name of master and agent.

Logs.—Abstracts from logs of incoming steamers, showing the character of the weather, etc., experienced during the voyage.

Commercial Circulars in great variety, from the principal ports of the world, domestic and foreign, showing the actual state of trade in detail, by latest mail advices.

Code Books.—Watkins (1884); Scott (1885 and 1896); A 1 (1888); Lieber's Standard Telegraphic (1898); Commercial (1879); A. B. C. (1883); Hunter & Patten (1880); Atlas Travelers' and Tourists' Cipher (1896), and International Code of Signals.

Books of Reference.—Century Dictionary, Webster's Unabridged Dictionary, Atlases (Foreign and Domestic), London Post Office Directory, Directories of principal American Cities, United States Revised Statutes, Laws of Pennsylvania, Ordinances of City of Philadelphia, Shipping Records (American and Foreign), Port Charges of the World, Gazetteer of the World, Congressional Record, Philadelphia and New York Securities, Reports of United States Engineers on the Harbors of the United States, Navigation laws of the United States, Customs Regulations of the United States, Reports of Maritime and Commercial Bodies, and an extensive Library of other Commercial Works of Reference.

Tide Table for the Port of Philadelphia and Delaware River and Bay.

Showing the difference between the time of High Water at Philadelphia (Walnut Street Wharf, Delaware River) and the following places.

The hours and minutes standing against the place in this table are to be added or substracted from the time of High Water at Philadelphia on any given day, which will give (nearly) the time of High Water at the following points:

Corrected in accordance with the latest data on the tides of the Delaware River by the United States Coast and Geodetic Survey, June, 1896.

(+ *signifies* ADD; — *signifies* SUBTRACT.)

DISTANCES.	Distance from Walnut Street Wharf, Philadelphia, in *Nautical Miles*, to the following Places, and the Difference in Time of High Water at Each Point.	DIFFERENCE IN TIME.
Nautical		H. M.
2½ miles.	Port Richmond Elevator, Philadelphia	+ 0.15
¾ "	Cooper's Point, New Jersey	+ 0.04
0 "	Walnut Street Wharf, Philadelphia	— 0.00
1⅜ "	Kaighn's Point, New Jersey	— 0.05
3 "	Greenwich Point, Philadelphia	— 0.15
7 "	Girard Point, (Schuylkill River)	— 0.38
9¼ "	Point Breeze Oil Works (Schuylkill River)	— 0.36
9½ "	Gibson's Point (Schuylkill River)	— 0.33
12⅛ "	Chestnut St. Wharf (Schuylkill River)	— 0.24
14¼ "	Chester, Pennsylvania	— 1.01
15⅞ "	Schooner Ledge, Delaware River	— 1.06
17½ "	Pennsylvania Quarantine Station	— 1.11
17¾ "	**Marcus Hook Reporting Station**	**— 1.12**
23⅝ "	Cherry Island Flats, Delaware River	— 1.52
24¾ "	Wilmington, Delaware, (mouth of Christiana Creek)	— 1.53
26 "	Deep Water Point, New Jersey	— 1.54
29¼ "	**New Castle Reporting Station**	**— 2.12**
33⅜ "	Fort Delaware	— 2.47
38¼ "	**Reedy Island Reporting Station**	**— 3.03**
44⅝ "	Liston's Point	— 3.23
48 "	Bombay Hook, Light	— 3.33
65⅜ "	Cross Ledge Lighthouse	— 4.44
77⅛ "	Brandywine Lighthouse	— 5.12
85 "	Cape May	— 5.32
89 "	**Delaware Breakwater Reporting Station**	**— 5.33**
109 "	Five Fathom Bank Lightship	— 6.20
116 "	Northeast End Lightship	— 6.35

AVERAGE DURATION OF TIDES.

	RISE. h. m.	FALL. h. m.
Philadelphia	5.07	7.18
New Castle	5.16	7.09
Delaware Breakwater	6.20	6.05

	SPRING TIDES.	NEAP TIDES.	AVERAGE TIDES
At Philadelphia	7.0 feet.	5.0 feet.	6.0 feet.
At New Castle	7.5 "	5.4 "	6.5 "
At Delaware Breakwater	5.3 "	3.4 "	4.4 "

Compass Variation at Philadelphia, 7° Westerly.

PORT OF PHILADELPHIA.

HARBOR AND ANCHORAGE REGULATIONS.

(*Amended 3rd April, 1899.*)

1. All vessels arriving at the Port of Philadelphia must report at the Warden's office, rooms 350 and 351, Bourse, within twenty-four hours after arrival, and before leaving the port must report their clearance. Penalty for neglecting to report, from $10 to $50.

2. Vessels will be allowed to anchor in the Delaware River.

(*a*) In the channel between Cooper Point and Petty Island, so as not to interfere with vessels going to or from Cooper creek.

(*b*) East of lines drawn between three anchorage buoys (being white with a black anchor painted thereon) located opposite (1) the lower wharf at Greenwich Point; (2) Salt Works Wharf (Porter Street), and (3) Dickinson Street; this anchorage not to extend south of Greenwich Point (1) buoy, nor north of the Dickinson Street (3) buoy.

(*c*) East of the mouth of the Schuylkill River and north of the channel marked by the lower (west group) Horse Shoe white range lights, known heretofore as League Island Anchorage.

(*d*) At Port Richmond under direction of Harbor Master.

(*e*) War vessels of the United States and foreign nations and pleasure yachts, with permission of the Harbor Master, may anchor in such location as not to interfere with the navigation of the river.

(*f*) Vessels must not anchor at any place in the channel of the river Schuylkill, nor lie at any wharf in that river more than two abreast, without the permission of the Harbor Master.

(*g*) Vessels must not anchor on the range line of any range lights.

(*h*) A vessel under one hundred and fifty feet in length, when at anchor, shall carry forward, where it can best be seen, but a height not exceeding twenty feet above the hull, a white light in a lantern, so constructed as to show a clear, uniform and unbroken light, visible all around the horizon at a distance of at least one mile.

A vessel of one hundred and fifty feet or upwards in length, when at anchor shall carry in the forward part of the vessel, at a height of not less than twenty and not exceeding forty feet above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall be not less than fifteen feet lower than the forward light, another such light.

The length of a vessel shall be deemed to be the length appearing in her certificate of registry.

3. Vessels hauled into any wharf or dock, or alongside of other vessels lying at any wharf or dock, must be made fast to the shore with proper lines, with sufficient fenders between them and the inside vessels, and shall, when so ordered by the Harbor Master, have their jib-booms, sprit-sail-yards, main-booms, spankers, ring-tail booms, davits and bumpkins, if any, rigged in, their lower yards topped, and anchors either a cockbill or at the hawse-pipe, as most convenient.

4. When fasts of vessels extend across a dock so as to obstruct passing vessels, the captain or person in charge shall, when so ordered by the Harbor Master, cause the fasts to be slackened or cast off.

5. Vessels lying at the ends of piers, so as to obstruct the passage to the adjoining docks, must move when necessary to accommodate other vessels entering or leaving the docks.

6. Vessels lying alongside of a wharf, and not taking in or discharging cargo, must make way for and permit other vessels that want to load or unload cargo to come inside next to the wharf.

7. If the person in charge of any vessel refuses to move, the Harbor Master shall cause the same to be done at the cost and risk of the master, owner or consignee.

8. No wharf shall be obstructed so as to prevent the loading or unloading of cargo, but reasonable facilities will at all times be allowed on application to the Harbor Master.

9. No tar, pitch, turpentine or rosin shall be heated on a wharf or on board any vessel lying at a wharf.

10. Vessels that may increase their width by using ballast-logs, pontoons, or devices of the same nature, must move to accommodate other vessels, when so ordered by the Harbor Master, and shall pay the expenses of other vessels that may be required to move to allow a vessel with the above appliances to get in or out of docks.

11. Any master, captain, or whoever is in charge of a vessel, who shall refuse or neglect to comply with the directions of the Harbor Master, or whoever shall obstruct his authority, shall be fined in a sum not exceeding $100 for each and every offense.

12. All sea going vessels at anchor, or when discharging, loading, laying up or being repaired at any wharf in the Port of Philadelphia, are required to have and maintain a safe and convenient ladder, gang-plank or side steps for the use of persons having business on board such vessels.

13. Steamers or Sailing vessels loaded with Petroleum, Benzine, Benzole or Naphtha are not allowed to moor to any wharf on the Delaware River, north of Dickinson Street, nor to lie in the stream within the jurisdiction of the State of Pennsylvania above that point.

14. Steamers or Sailing vessels loaded with Petroleum, Benzine, Benzole or Naphtha, moored to any wharf in the City of Philadelphia, as above, and vessels not so loaded, lying within 150 feet of such Steamers or Sailing vessels, so loaded, and moored to or lying within that distance of a wharf, where Petroleum is kept or stored, are not allowed to have aboard any fire or light, lighted cigar or pipe of any kind whatsoever, unless by the written permission, duly signed by the owner, lessee or Superintendent of the wharf, at which the vessel is lying, setting forth particularly the lights and fires that may be used, and the manner of using them.

MARCUS HOOK.

(*Adopted 4th October, 1897.*)

Vessels will not be allowed to anchor in the Delaware River, opposite to and above the Oil Wharves, at Marcus Hook, except to the eastward of the channel marked by the Schooner Ledge Range Lights.

PORT OF PHILADELPHIA.

LIMITS OF PORT AND CUSTOMS DISTRICT.

As Approved by the Board of Directors of The Philadelphia Maritime Exchange, June 26, 1893.
(Amended 27th February, 1899.)

The Port of Philadelphia, as defined for Customs purposes, comprises such waters of the Delaware and Schuylkill Rivers bordering on the municipality of the City of Philadelphia as are navigable. The municipal limits of Philadelphia on the Delaware River, as defined by the Director of Public Works, extend from a point immediately south of Fort Mifflin, below the mouth of the Schuylkill River, to the mouth of Poquessing Creek, immediately north of Torresdale. The authority of the Board of Port Wardens, one of the Departments of the City, extends from the State line on the south to the head of the navigable water on the Delaware River on the north. (See Loading and Discharging.)

The Customs District of Philadelphia, as defined by law, comprises all the waters and shores of the Delaware River, and the rivers and waters connected therewith, within the State of Pennsylvania, and the Port of Camden, of which Philadelphia is the port of entry. Camden and Chester are ports of delivery. (See Loading and Discharging.)

DISCHARGING.

Vessels with General Cargo from a foreign port on making entry at the Philadelphia Custom House, may discharge such cargo at any proper and accessible point within the limits of the Port where there is sufficient water and proper facilities for unloading.

Bonded Warehouses. United States Public Store, No. 134 South Second Street; Granite Street, Philip Godley, proprietor; Catharine Street, and Front and Lombard Streets, Philadelphia Warehousing & Safe Deposit Company, proprietors; Delaware Avenue Bonded Stores, Nos. 402 and 404 South Delaware Avenue. There are no Bonded Warehouses on the River Schuylkill.

Vessels with Cargo in Bulk, such as coal, salt, chalk, sulphur, railroad iron, iron ore, and other like articles, upon entry at the Philadelphia Custom House, duties having been paid and proper permits obtained, can discharge under supervision of Customs Officers at any suitable place within the district, including Camden, Chester, or Thurlow, and even as far down as Marcus Hook (the utmost limit of the Customs district on the south), if the necessity exists, and the consignees of vessel and cargo jointly apply for the privilege.

LOADING.

Shippers loading outward cargo may prior to clearance at Custom House be required to deliver such cargo at any proper and accessible point within the limits of the Port of Philadelphia as defined for Customs purposes (see page 46), where there is sufficient water and proper facilities for loading. The supervision of Customs Officers becomes necessary only upon shipment of merchandise subject to drawback duty or exported in bond.

PORT OF PHILADELPHIA.

MARITIME RULES.

As Revised by the Board of Directors of The Philadelphia Maritime Exchange, 17 January, 1898.

All transactions in Steamship and Sailing Vessel affairs among members of The Philadelphia Maritime Exchange shall be governed by the following rules, but nothing therein contained shall be construed as interfering in any way with the rights of members to make such special contracts or conditions as they may desire.

The Tables and Scales printed on pages 41, 42, 43 and 44, inclusive, are hereby made a part of these rules, and, when not otherwise stipulated, it will be understood that negotiations are based thereon.

GRAIN—STEAM AND SAIL.

Rule 1. Notice that a vessel is ready for cargo must be served on charterers, or their duly accredited representatives, not later than 5 o'clock P. M., and on Saturday legal half holiday before 12 o'clock noon.

Rule 2. In case of a steamer or sailing vessel chartered to load a cargo of grain at Philadelphia, such notification of readiness, to be valid, must be accompanied by a pass of the local Surveyor designated by a Board of Marine Underwriters, certifying to vessel's actual readiness for her cargo of grain.

Rule 3. Lay-days of a steamer or sailing vessel chartered to load grain at Philadelphia, and complying with Rule 1, will commence at 7 A. M. the next day following the service of her notification of readiness, provided said following day is not a Sunday or legal holiday.

Rule 4. In connection with Rules 1, 2 and 3, charterers are required to deliver orders by 5.30 o'clock P. M., to the agents of vessel, for vessel to move to her place of loading. In event of such orders as to place of loading being given to the agent of vessel as provided above, and vessel arrives at her place of loading by 7 o'clock A. M., say between the 1st of April and the 1st of November, or by 8 o'clock A. M. between the 1st of

November and the 1st of April on the day following her notification of readiness, the lay-days shall then count in conformity with original notice, as per Rule 3. If vessel arrives at her place of loading later than 7 o'clock A. M. or 8 o'clock A. M. (as stipulated above in this Rule), but not later than 12 o'clock noon, the days shall commence to count at noon of the day of her arrival at the place of loading, unless that day is Saturday legal half holiday, in which case time shall count from 7 o'clock A. M. the following business day. If vessel arrives at her place of loading after 12 o'clock noon the days shall commence to count at 7 A. M. of the next business day following her arrival at said place of loading.

Rule 5. In case where any portion of a day more than one-half day is used in loading a vessel after the expiration of lay days stipulated for loading in Charter Party, such portion of lay day, so used, shall be charged and paid for by charterers as one full day's demurrage per Charter Party, except in case where lay days of vessel would have expired at noon, per Rule 4, in which case the balance of such day of expiration shall be charged for as one-half of one day's demurrage.

Rule 6. In case a vessel is loaded by 12 o'clock noon on the day after expiration of her lay days allotted for loading, and vessel can still clear at the Customs House and the Consulate the same day, no demurrage shall be charged by vessel to charterers for the use of that portion of a day. Should the vessel not be able to clear until Monday, owing to the next day after expiration of lay days being Saturday legal half holiday, then the vessel shall be entitled to two days' demurrage.

Rule 7. In the event of orders for vessel to move to her place of loading not being served on the agents of the vessel in accordance with Rule 4, the vessel must, upon eventual receipt from the charterers of orders to move, proceed to her place of loading as soon thereafter as tide and weather will permit; the lay days, however, to count as per original notification of readiness delivered in accordance with Rule 4.

Rule 8. Charterers shall be allowed the day after the completion of loading of cargo in which to clear same at the Custom House and to prepare necessary shipping documents, and Rule 3, regarding Sundays and legal holidays, shall apply in this case, it being part of this rule that charterers shall clear the cargo, as stated, in time for vessel to be cleared at the Custom House and Consulate in accordance with advertised office hours.

Rule 9. When steamers or sailing vessels are chartered with a given number of running days for loading and/or discharging cargo, the days used in loading at Philadelphia shall be computed in the same manner as provided for determining demurrage under Rules 5 and 6.

Rule 10. When a vessel's name, nationality, tonnage, class in a specified "Record" and position are correctly stated at time of charter and

the vessel is accepted, the contract shall be considered closed, and subsequent Insurance inquiries shall not affect the transaction.

Rule 11. In chartering, the phrase "about," when applied to readiness of vessel to load or to sail, either in respect to a vessel in this or in another American port or in a foreign port, shall be understood to mean not to exceed five days for sailing vessel or for steamer from date of actual fixing of vessel.

NOTE.—It is earnestly recommended that whenever it is at all possible that the use of such indefinite and misleading phrases as "nearly," "promptly," "about ready," "first-class," be avoided, and thus obviate many of the law suits and arbitrations certain to result from employing such indefinite terms.

Rule 12. The stipulation that a vessel is to proceed in ballast to commence upon her charter does not admit of taking for ballast anything but unmerchantable stuff, such as water, sand, stone, dirt or surplus bunker coal.

Rule 13. From the 1st of November to the 1st of March, from 8 o'clock A. M. until 5 o'clock P. M., and from the 1st of March to the 1st of November, from 7 o'clock A. M. to 6 o'clock P. M., shall be considered due diligence on the part of the ship in loading grain.

Rule 14. It is understood that wherever the word "charterers" is used in the foregoing rules it means charterers or their duly accredited representatives.

Rule 15. Lay-days shall not count during the continuance of a strike of employees of the elevator at or from which vessel has to load, or of stevedores or laborers, which entirely stops charterers from delivering cargo to the vessel, or the vessel from receiving said cargo. The charterers and the vessel are mutually exempt from responsibility to one another for delay caused by such strikes.

Rule 16. Lay days and demurrage on steamers chartered for full cargoes of grain to load at Philadelphia shall be as follows:

Scale of Lay-Days and Demurrage for Full Cargo Grain Steamers.

6,500 to 8,000 qrs.	10% more or less,	9	running	lay-days,	Sundays	and	legal	holidays	excepted.	
8,500 to 9,000	"	"	"	10	"	"	"	"	"	"
9,500 to 10,000	"	"	"	11	"	"	"	"	"	"
10,500 to 11,000	"	"	"	12	"	"	"	"	"	"
11,500 to 12,000	"	"	"	13	"	"	"	"	"	"
12,500 to 13,000	"	"	"	14	"	"	"	"	"	"
13,500 to 14,000	"	"	"	15	"	"	"	"	"	"
14,500 to 15,000	"	"	"	16	"	"	"	"	"	"
15,500 to 16,000	"	"	"	17	"	"	"	"	"	"
16,500 to 17,000	"	"	"	18	"	"	"	"	"	"
17,500 to 18,000	"	"	"	19	"	"	"	"	"	"
18,500 to 19,000	"	"	"	20	"	"	"	"	"	"
19,500 to 20,000	"	"	"	21	"	"	"	"	"	"
20,500 to 21,000	"	"	"	22	"	"	"	"	"	"
21,500 to 22,000	"	"	"	23	"	"	"	"	"	"
22,500 to 23,000	"	"	"	24	"	"	"	"	"	"
23,500 to 24,000	"	"	"	25	"	"	"	"	"	"
24,500 to 25,000	"	"	"	26	"	"	"	"	"	"

Demurrage 6d per net register ton per day for steamers not exceeding 10,000 qrs. 10% more or less chartered capacity, and 4d for all steamers above 10,000 qrs. 10% more or less chartered capacity.

Rule 17. Lay-days and demurrage on sailing vessels chartered for full cargoes of grain to load at Philadelphia shall be as follows:

LAY-DAY SCALE.

For SAILING Vessels Loading and Discharging Cargoes of GRAIN.

For Vessels Registering.				Lay-days for Vessels Loading Grain.
From	200 to	250	tons	21 days to load and discharge.
"	251 to	300	"	22 " " "
"	301 to	350	"	23 " " "
"	351 to	400	"	24 " " "
"	401 to	450	"	25 " " "
"	451 to	500	"	26 " " "
"	501 to	550	"	27 " " "
"	551 to	600	"	28 " " "
"	601 to	650	"	29 " " "
"	651 to	700	"	30 " " "
"	701 to	800	"	31 " " "
"	801 to	900	"	32 " " "
"	901 to	1,000	"	33 " " "
"	1,001 to	1,100	"	34 " " "
"	1,101 to	1,200	"	35 " " "
"	1,201 to	1,300	"	36 " " "
"	1,301 to	1,400	"	37 " " "
"	1,401 to	1,500	"	38 " " "
"	1,501 to	1,600	"	39 " " "
"	1,601 to	1,700	"	40 " " "
"	1,701 to	1,800	"	40 " " "

LAY-DAYS FOR DISCHARGING.

Per American Grain Contract of London Corn Trade Association, London.

For STEAMERS discharging WHEAT and/or CORN, whether for direct Port or for Orders.

Per Contract of 1881.				Per Contract of 1891.			
250	Quarters, . . . ¼	running	lay-days,	375	Quarters, . . . ¼	running	lay-days.
500	" . . . ½	"	"	750	" . . . ½	"	"
750	" . . . ¾	"	"	1,125	" . . . ¾	"	"
1,000	" . . . 1	"	"	1,500	" . . . 1	"	"
2,000	" . . . 2	"	"	3,000	" . . . 2	"	"
3,000	" . . . 3	"	"	4,500	" . . . 3	"	"
4,000	" . . . 4	"	"	6,000	" . . . 4	"	"
5,000	" . . . 5	"	"	7,500	" . . . 5	"	"
6,000	" . . . 6	"	"	9,000	" . . . 6	"	"
7,000	" . . . 7	"	"	10,500	" . . . 7	"	"
8,000	" . . . 8	"	"	12,000	" . . . 8	"	"
9,000	" . . . 9	"	"	13,500	" . . . 9	"	"
10,000	" . . . 10	"	"	15,000	" . . . 10	"	"
11,000	" . . . 11	"	"	16,500	" . . . 11	"	"
12,000	" . . . 12	"	"	18,000	" . . . 12	"	"
13,000	" . . . 13	"	"	19,500	" . . . 13	"	"
14,000	" . . . 14	"	"	21,000	" . . . 14	"	"
15,000	" . . . 15	"	"	22,500	" . . . 15	"	"
16,000	" . . . 16	"	"	24,000	" . . . 16	"	"
17,000	" . . . 17	"	"	25,500	" . . . 17	"	"
18,000	" . . . 18	"	"				
19,000	" . . . 19	"	"				
20,000	" . . . 20	"	"				
21,000	" . . . 21	"	"				
22,000	" . . . 22	"	"				
23,000	" . . . 23	"	"				
24,000	" . . . 24	"	"				
25,000	" . . . 25	"	"				

LAY-DAYS FOR DISCHARGING.

Per American Grain Contract of London Corn Trade Association, London, 1891.

For SAILING Vessels discharging all kinds of GRAIN.

For Cork for Orders.					For Direct Port.				
2,000	Quarters,	. . . 10	running	lay-days.	2,000	Quarters,	. . . 8	running	lay-days.
2,400	"	. . . 11	"	"	2,500	"	. . . 9	"	"
2,800	"	. . . 12	"	"	3,000	"	. . . 10	"	"
3,200	"	. . . 13	"	"	3,500	"	. . . 11	"	"
3,600	"	. . . 14	"	"	4,000	"	. . . 12	"	"
4,000	"	. . . 15	"	"	4,500	"	. . . 13	"	"
4,400	"	. . . 16	"	"	5,000	"	. . . 14	"	"
4,800	"	. . . 17	"	"	5,500	"	. . . 15	"	"
5,200	"	. . . 18	"	"	6,000	"	. . . 16	"	"
5,600	"	. . . 19	"	"	6,500	"	. . . 17	"	"
6,000	"	. . . 20	"	"	7,000	"	. . . 18	"	"
6,400	"	. . . 21	"	"	7,500	"	. . . 19	"	"
6,800	"	. . . 22	"	"	8,000	"	. . . 20	"	"
7,200	"	. . . 23	"	"	8,500	"	. . . 21	"	"
7,600	"	. . . 24	"	"	9,000	"	. . . 22	"	"
8,000	"	. . . 25	"	"	9,500	"	. . . 23	"	"
8,400	"	. . . 26	"	"	10,000	"	. . . 24	"	"
8,800	"	. . . 27	"	"	10,500	"	. . . 25	"	"
9,200	"	. . . 28	"	"	11,000	"	. . . 26	"	"
9,600	"	. . . 29	"	"	11,500	"	. . . 27	"	"
10,000	"	. . . 30	"	"	12,000	"	. . . 28	"	"
10,400	"	. . . 31	"	"	12,500	"	. . . 29	"	"
10,800	"	. . . 32	"	"	13,000	"	. . . 30	"	"
11,200	"	. . . 33	"	"					

DEMURRAGE SCALE—SAIL—GRAIN.

The Demurrage on sea-going Sailing Vessels shall be as follows, viz:

For Vessels of 200 tons or under, 12 cents per ton.

For Vessels over 200 tons, and not exceeding 500 tons, $24 for the first 200 tons, and 8 cents per ton for each ton additional.

For Vessels over 500 tons, and not exceeding 900 tons, $48 for the first 500 tons, and 6 cents per ton for each ton additional.

For Vessels over 900 tons, $72 for the first 900 tons, and 5 cents per ton for each ton additional.

300	tons register	$32	00	per day.	1,425	tons register	$98	25	per day.
325	"	34	00	"	1,450	"	99	50	"
350	"	36	00	"	1,475	"	100	75	"
375	"	38	00	"	1,500	"	102	00	"
400	"	40	00	"	1,525	"	103	25	"
425	"	42	00	"	1,550	"	104	50	"
450	"	44	00	"	1,575	"	105	75	"
475	"	46	00	"	1,600	"	107	00	"
500	"	48	00	"	1,625	"	108	25	"
525	"	49	50	"	1,650	"	109	50	"
550	"	51	00	"	1,675	"	110	75	"
575	"	52	50	"	1,700	"	112	00	"
600	"	54	00	"	1,725	"	113	25	"
625	"	55	50	"	1,750	"	114	50	"
650	"	57	00	"	1,775	"	115	75	"
675	"	58	50	"	1,800	"	117	00	"
700	"	60	00	"	1,825	"	118	25	"
725	"	61	50	"	1,850	"	119	50	"
750	"	63	00	"	1,875	"	120	75	"
775	"	64	50	"	1,900	"	122	00	"
800	"	66	00	"	1,925	"	123	25	"
825	"	67	50	"	1,950	"	124	50	"
850	"	69	00	"	1,975	"	125	75	"
875	"	70	50	"	2,000	"	127	00	"
900	"	72	00	"	2,025	"	128	25	"
925	"	73	25	"	2,050	"	129	50	"
950	"	74	50	"	2,075	"	130	75	"
975	"	75	75	"	2,100	"	132	00	"
1,000	"	77	00	"	2,125	"	133	25	"
1,025	"	78	25	"	2,150	"	134	50	"
1,050	"	79	50	"	2,175	"	135	75	"
1,075	"	80	75	"	2,200	"	137	00	"
1,100	"	82	00	"	2,225	"	138	25	"
1,125	"	83	25	"	2,250	"	139	50	"
1,150	"	84	50	"	2,275	"	140	75	"
1,175	"	85	75	"	2,300	"	142	00	"
1,200	"	87	00	"	2,325	"	143	25	"
1,225	"	88	25	"	2,350	"	144	50	"
1,250	"	89	50	"	2,375	"	145	75	"
1,275	"	90	75	"	2,400	"	147	00	"
1,300	"	92	00	"	2,425	"	148	25	"
1,325	"	93	25	"	2,450	"	149	50	"
1,350	"	94	50	"	2,475	"	150	75	"
1,375	"	95	75	"	2,500	"	152	00	"
1,400	"	97	00	"					

WHARFAGE—GRAIN.

No charge for wharfage is made by the GRAIN Elevator Companies, of Philadelphia, on either Steamships or Sailing Vessels, while actually loading grain alongside the elevators.

When not loading, wharfage will be charged at the following rates:

STEAMSHIPS—One cent per registered ton per day.

SAILING VESSELS—Under 500 tons register, $3.00 per day; 500 to 800 tons register, $4.00 per day; 800 to 1000 tons register, $5.00 per day; over 1000 tons register, $6.00.

Rule 18. Charterers desiring signature of Master to Bills of Lading for cargo shipped, must notify Agents of vessel of said desire between the 1st of November and the 1st of April by 3 o'clock P. M. and between the 1st of April and the 1st of November by 4 o'clock P. M.; in both cases the exception to the rule being in connection with Saturdays (legal half holiday), when notice, as above, must be served to the Agents at their Office by 11 o'clock A. M. The Bills of Lading shall be sent to the Office of the Agents of the vessel, and every effort shall be used with a view to having Captain at Agent's Office for this purpose promptly on notification, as above.

Rule 19. Where vessels are chartered with the option to charterers of loading at other than port of discharge, orders are to be given by charterers to Master or his Agents, designating port of loading under charter by 12 o'clock noon, on the day of completion of discharge, excepting on Saturday, when orders shall be given before 11 o'clock A. M. If not discharged on the day on which demand for loading port is made, vessel to again ask for orders. Should vessel come to a port of call, in ballast, charterers are to furnish orders to her Master, or his Agents, within 24 hours after notice of arrival at port of call, or lay days to count.

PHILADELPHIA GRAIN CHARTER PARTY.—

STEAMER—RANGE.

Form C.

As Approved by The Philadelphia Maritime Exchange, 17 January, 1898.

(*Amended November 7th, 1898.*)

Philadelphia,*.....*189

1. **It is this day Mutually Agreed,** *Between*.....

Owners of the.....Steamship.....of....., built.....at

.....of.....net tons register, or thereabouts, and guaranteed.....Qrs.

10 per cent. more or less capacity, classed.....in.....

now.....

.....and.....

That the said Steamship being tight, staunch and strong, in every way fitted for the voyage, with liberty to take outward cargo to.....

for owners' benefit, shall with all convenient speed sail and proceed to.....

.....

or as near thereunto as she may safely get, and there load, always afloat, from said Charterers, or their agents, a full and complete cargo subject to limits above guaranteed, of WHEAT, INDIAN CORN and/or RYE, not exceeding what she can reasonably stow and carry over and above her Cabin, Tackle, Apparel, Provisions, Fuel and Furniture. Orders as to loading port to be given within 24 hours after receipt of notice of arrival at port of call in the United States, if in ballast; or before 12 o'clock noon on the day of completion of discharge at a port in the United States, if with cargo, except on Saturdays, when orders shall be given before 11 o'clock A. M. If not discharged on the day on which demand for loading port is made, vessel to ask again for orders. Vessel to load under inspection of Underwriters' Agents, at her expense and to comply with their rules. The cargo to be brought to and taken from alongside at Merchants' risk and expense and being so loaded shall therewith proceed direct to QUEENSTOWN, FALMOUTH, or PLYMOUTH FOR ORDERS (which must be given within twenty-four hours after Vessel's arrival at Port of Call or lay-days to count), to discharge at a safe Port in the UNITED KINGDOM, or on the CONTINENT between BORDEAUX and HAMBURG, both included, Rouen excluded, or direct to a Port within said limits (Rouen being always excluded), as ordered on signing Bills of Lading

.....

.....

or as near thereunto as she may safely get, and deliver the same, always afloat, or being paid freight as follows :—

If ordered from QUEENSTOWN, FALMOUTH or PLYMOUTH to discharge in UNITED KINGDOM.....shillings and.....pence ();

If ordered from QUEENSTOWN, FALMOUTH or PLYMOUTH to discharge on CONTINENT, as above, 10 per cent. additional on above-named freight;

If ordered to a DIRECT PORT in the UNITED KINGDOM.....shillings and pence ();

If ordered to a DIRECT PORT on the CONTINENT, as above.....shillings and pence ();

.....

.....

all in British Sterling, for each and every quarter of 480 pounds, English weight, delivered, in full of Port Charges and Pilotage, to be paid on unloading and right delivery of the cargo, in cash if in United Kingdom, and in cash at current rate of exchange for Banker's Short-sight Bills on London, if on the Continent, always without discount or allowance.

2. It is also mutually agreed that the Carrier shall not be liable for loss or damage occasioned by causes beyond his control, by the perils of the seas or other waters, by fire from any cause or wheresoever occurring, by barratry of the master or crew, by enemies, pirates or robbers, by arrest and restraint of Princes, rulers or people, by explosion, bursting of boilers, breakage of shafts or any latent defect in hull, machinery or appurtenances, by collisions, stranding or other accidents of navigation of whatsoever kind, (even when occasioned by the negligence, default or error in judgment of the pilot, master, mariners or other servants of the ship owner, not resulting,

however, in any case, from want of due deligence by the owners of the ship or any of them, or by the Ship's Husband or Manager) or unseaworthiness of the ship, even existing at time of shipment or sailing on the voyage, provided the owners have exercised due diligence, to make the Vessel seaworthy.

3. It is also mutually agreed that this contract is subject to all the terms and provisions of, and all the exemptions from liability contained in the Act of Congress of the United States, approved on the 13th day of February, 1893, and entitled "An Act Relating to Navigation of Vessels, etc."

4. Captain to call at Brokers' Office, as requested, and sign Bills of Lading, at any rate of freight, as presented, without prejudice to this Charter Party.

5. Freight, as per Bills of Lading, to be taken without deduction in payment of this Charter, any deficiency to be paid at Port of Loading in cash, less insurance, on signing Bills of Lading, and any surplus over and above estimated Charter to be settled there before the vessel clears at the Custom House, by Captain's draft, in Charterers' favor, upon Consignee, payable five days after arrival at Port of Discharge.

6. Stevedore employed by Vessel to be approved by Charterers, and Vessel to load and discharge at such wharf or in such dock as may be named by Charterers or their Agents, provided not conflicting with above terms and no extra detention or expense is thereby incurred by Vessel, Charterers paying the expense of towage after the first move, should Vessel have to haul for cargo more than once, and time so expended to count as lay-days. At Port of Loading, cargo to be delivered on board of Vessel by elevator, or otherwise free of charge to Vessel. If more than one kind of grain is shipped any necessary expense incurred for separations to be paid by Charterers.

7.() running lay-days, Sundays and legal holidays excepted, (if the Vessel be not sooner dispatched) to be allowed for loading and discharging Vessel. and if longer detained Charterers to pay demurrage at the rate of.....() pence, British Sterling, or its equivalent, per net register ton, per day, payable day by day, provided such detention shall occur by default of said Charterers or their agents. Lighterage, if any, always at risk and expense of cargo.

8. Lay-days, if required by Charterers, not to commence before.....
.....

9. Charterers or their agents shall have the option of cancelling this Charter Party if the Vessel be not ready to receive cargo on or before the.....
.....Such readiness shall include the arrival of the Vessel at the loading port, entry thereof at the Custom House, and all compartments ready to receive cargo, as shall be shown by the Master's written notification, accompanied by Underwriters' Surveyor's pass to that effect, which must be presented at the office of the Charterers, or their agents, at or before 5 P. M., or if on Saturday before 12 o'clock noon, of said day. This option to cancel shall be exercised not later than the presentation of the said Surveyor's pass of readiness.

10. Lay-days for loading are to commence at 7 A. M. on the day after vessel is ready to receive cargo, provided Vessel is at loading place as ordered, otherwise days to count in accordance with the rules governing at port of loading, and provided Charterers have received due notice of readiness in writing at their office, accompanied by Surveyor's Certificate of such readiness, not later than 5 o'clock P. M., except on Saturdays, when notice of readiness and Surveyor's Certificate must be tendered before 12 o'clock noon.

11. Should the steamer be ordered to discharge at a place to which there is not sufficient water for her to get the first tide after arrival without lightening, and lie always afloat, lay-days are to count from forty-eight hours after her arrival at safe anchorage, for similar vessels bound for such place, and any lighterage incurred to enable her to reach the place of discharge is to be at the expense and risk of the receiver of cargo, any

custom of the port or place to the contrary notwithstanding, but time occupied in proceeding from anchorage to the port of discharge is not to count. If the cargo cannot be discharged by reason of a strike or lockout of any class of workmen essential to the discharge of the cargo, the days for discharging shall not count during the continuance of such strike or lockout. A strike of the receiver's men only shall not exonerate him from demurrage for which he may be liable under this charter if by the use of reasonable diligence he could have obtained other suitable labor, and in case of any delay by reason of the before-mentioned causes, no claim for damages shall be made by the receivers of the cargo, the owners of the ship, or by any other party under this charter.

12. In the event of steamer being ordered to discharge in Scandinavia, The Sound, Baltic, or Gulf of Finland, and on arrival at destination be unable to enter port or discharging-berth on account of ice or frost, she shall have privilege of proceeding to nearest safe port or berth and there discharge; freight to be paid the same as if discharged at port or berth to which she was ordered; and steamer shall also have the further privilege, if ordered to a destination as provided for in this paragraph, of calling for coals in the United Kingdom, including the river Tyne; or, if ordered inside Gibraltar, to have the privilege of coaling at Gibraltar.

13. Charterers' liability under this Charter to cease on cargo being shipped, but the Vessel to have a lien thereon for all freight, dead freight, demurrage and/or average. Steamer to have liberty to tow and be towed, and to assist Vessels in all situations. General average, if any, payable according to York-Antwerp rules of 1890, if required.

14. Cash for Vessel's ordinary disbursements at Port of Loading to be advanced by Charterers, if required by Master, at current rate of exchange, subject to insurance and two and a half per cent. commission.

.....

.....

15. A commission of five per cent. and the customary Freight Brokerage is due by the vessel on signing this Charter Party to

Vessel lost or not lost, whose agents at Port of Loading are to attend to ship's business on customary terms.

16. Penalty for non-performance of this agreement, estimated amount of freight.

14. This Charter party is made subject to the rules of THE PHILADELPHIA MARITIME EXCHANGE.

.....Witness to the signature of

.....Witness to the signature of

By cable authority from.....

Dated.....

PORT OF PHILADELPHIA.

MARITIME RULES.

(*As Approved by the Board of Directors of The Philadelphia Maritime Exchange, June 26th, 1893.*)

PETROLEUM.

Rule 1. Between the 1st of November and the 1st of April, notice that a vessel is ready for cargo must be served on charterers, or their duly accredited representatives, by 3 o'clock P. M., and between the 1st of April

and the 1st of November by 4 o'clock P. M., and on Saturday (legal half holiday), by 11 o'clock A. M.

Rule 2. In case of a sailing vessel or steamer chartered to load a cargo of Petroleum in cases and / or barrels at Philadelphia, notification of readiness shall not be valid unless sufficient ballast (if any ballast be required) is on board vessel and duly trimmed, and, in case of tank oil vessels, the tanks are all tight and free of water, and in every way ready for cargo, the said notification of readiness when required by Charterers to be accompanied by a certificate from a recognized stowage inspector of Philadelphia.

Rule 3. In connection with Rules 1, 2 and 3, charterers are required to deliver orders by 4 o'clock P. M., to the agents of vessel, for vessel to move to her place of loading, between the 1st of November and the 1st of April, and by 5 o'clock P. M. between the 1st of April and the 1st of November. In event of such orders as to place of loading being given to the agent of vessel as provided above, and vessel arrives at her place of loading by 7 o'clock A. M., say between the 1st of April and the 1st of November, or by 8 o'clock A. M. between the 1st of November and the 1st of April on the day following her notification of readiness, the lay-days shall then count in conformity with original notice, as per Rule 2. If vessel arrives at her place of loading later than 7 o'clock A. M. or 8 o'clock A. M. (as stipulated in Rule 4), but not later than 12 o'clock noon, the days shall commence to count at noon of the day of her arrival at the place of loading, unless that day is Saturday legal half holiday, in which case time shall count from 7 o'clock A. M. the following working day.

Rule 4. In case where any portion of a day more than one-half day is used in loading a vessel after the expiration of lay-days stipulated for loading in Charter Party, such portion of lay day so used shall be charged and paid for by charterers as one full day's demurrage per Charter Party, except in case where lay days of vessel would have expired at noon, per Rule 3, in which case the balance of such day of expiration shall be charged for as one-half of one day's demurrage.

Rule 5. In case a vessel is loaded by 12 o'clock noon on the day after expiration of her lay days allotted for loading, and vessel can still clear at the Customs House and the Consulate the same day, no demurrage shall be charged by vessel to charterers for the use of that portion of a day. Should the vessel not be able to clear until Monday, owing to the next day after expiration of lay days being Saturday legal half holiday, then the vessel shall be entitled to two days' demurrage.

Rule 6. In the event of orders for vessel to move to her place of loading not being served on the agents of the vessel in accordance with Rule 3,

the vessel must, upon eventual receipt from the charterers of orders to move, proceed to her place of loading as soon thereafter as tide and weather will permit; the lay days, however, to count as per original notification of readiness delivered in accordance with Rule 3.

Rule 7. Charterers shall be allowed the day after the completion of loading of cargo in which to clear same at the Custom House and to prepare necessary shipping documents, and Rule 3, regarding Sundays and legal holidays, shall apply in this case, it being part of this rule that charterers shall clear the cargo, as stated, in time for vessel to be cleared at the Custom House and Consulate in accordance with advertised office hours.

Rule 8. When a vessel's name, nationality, tonnage, class in a specified "Record" and position are correctly stated at time of charter and the vessel is accepted, the contract shall be considered closed, and subsequent Insurance inquiries shall not affect the transaction.

Rule 9. In chartering, the phrase "about," when applied to readiness of vessels to load or to sail, either in respect to a vessel in this or in another American port or in a foreign port, shall be understood to mean not to exceed five days for sailing vessel or for steamer from date of actual fixing of vessel.

NOTE.—It is earnestly recommended that whenever it is at all possible that the use of such indefinite and misleading phrases as "nearly," "promptly," "about ready," "first-class," be avoided, and thus obviate many of the law suits and arbitrations certain to result from employing such indefinite terms.

Rule 10. The stipulation that a vessel is to proceed in ballast to commence upon her charter does not admit of taking for ballast anything but unmerchantable stuff, such as water, sand, stone, dirt or surplus bunker coal.

Rule 11. From the 1st of November to the 1st of March, from 8 o'clock A. M. until 5 o'clock P. M., and from the 1st of March to the 1st of November, from 7 o'clock A. M. to 6 o'clock P. M., shall be considered due diligence on the part of the ship in loading grain.

Rule 12. When practicable and not injurious to the stowage of the vessel (of which fact the regular Stowage Inspectors employed for the cargo shall be the judges and shall give their decision in writing,) she shall, on demand of the charterers, employ two gangs for loading petroleum, it being agreed that for each day during which two gangs are employed on loading cargo, one day's wharfage shall be allowed vessel by the party requiring such extra labor. When loading petroleum under lay-day scale, Special Schedule B, October 15th, 1886, the ship to furnish two gangs of stevedores without any wharfage allowance.

Rule 13. It is understood that wherever the word "charterers" is used in the foregoing rules it means charterers or their duly accredited representatives.

Rule 14. In case a strike, at the petroleum yard at which or from which vessel is loading, shall make it impossible for charterers to furnish cargo, lay-days are not to count during such strike, and in case of a strike of stevedores or other laborers employed by the vessel, preventing the latter from receiving cargo, the ship shall be free from responsibility on account of the delay. In either case, such vessels as are detained by strike, as above, shall not be charged any wharfage as long as they are prevented from receiving cargo on account of said strike.

LAY-DAY SCALE—SAIL—PETROLEUM.

On Vessels Loading Petroleum in BARRELS.

A, Old Schedule—Adopted in 1876.

Vessels	2,000 to	2,500 bbls.,	10 lay-days.
"	2,501 to	3,500 "	12 "
"	3,501 to	4,500 "	14 "
"	4,501 to	5,500 "	15 "
"	5,501 to	6,500 "	17 "
"	6,501 to	7,500 "	20 "
"	7,501 to	8,500 "	22 "
"	8,501 to	9,500 "	25 "
"	9,501 to	10,500 "	26 "
"	10,501 to	11,500 "	27 "
"	11,501 to	12,500 "	28 "
"	12,501 to	13,500 "	30 "
"	13,501 to	14,500 "	32 "
"	14,501 to	15,500 "	33 "
"	15,501 to	16,500 "	35 "

B, Special Schedule—October 15, 1886.

Vessels	2,000 to	2,500 bbls.,	8 lay-days.
"	2,501 to	3,500 "	9 "
"	3,501 to	4,500 "	10 "
"	4,501 to	5,500 "	11 "
"	5,501 to	6,500 "	12 "
"	6,501 to	7,500 "	13 "
"	7,501 to	8,500 "	14 "
"	8,501 to	9,500 "	15 "
"	9,501 to	10,500 "	16 "
"	10,501 to	11,500 "	17 "
"	11,501 to	12,500 "	18 "
"	12,501 to	13,500 "	19 "
"	13,501 to	14,500 "	20 "
"	14,501 to	15,500 "	21 "
"	15,501 to	16,500 "	22 "

Above special schedule applicable only to vessels ready for cargo, within contract date for cargo; otherwise old schedule to prevail.

LAY-DAY SCALE—SAIL—PETROLEUM.

On Vessels Loading Petroleum in Cases.

Vessels	of	10,000	cases,	10	per	cent.,	10 days.
"	"	15,000	"	10	"	"	10 "
"	"	20,000	"	10	"	"	12 "
"	"	25,000	"	10	"	"	14 "
"	"	30,000	"	10	"	"	16 "
"	"	35,000	"	10	"	"	18 "
"	"	40,000	"	10	"	"	20 "
"	"	45,000	"	10	"	"	22 "
"	"	50,000	"	10	"	"	23 "
"	"	55,000	"	10	"	"	24 "
"	"	60,000	"	10	"	"	25 "
"	"	65,000	"	10	"	"	26 "
"	"	70,000	"	10	"	"	27 "
"	"	75,000	"	10	"	"	28 "
"	"	80,000	"	10	"	"	29 "
"	"	85,000	"	10	"	"	30 "
"	"	90,000	"	10	"	"	31 "
"	"	95,000	"	10	"	"	32 "
"	"	100,000	"	10	"	"	33 "

DEMURRAGE SCALE—SAIL—PETROLEUM.

The Demurrage on sea-going sailing vessels shall be as follows, viz:

For vessels of 200 tons or under, 12 cents per ton.

For vessels over 200 tons, and not exceeding 500 tons, $24 for the first 200 tons, and 8 cents per ton for each ton additional.

For vessels over 500 tons, and not exceeding 900 tons, $48 for the first 500 tons, and 6 cents per ton for each ton additional.

For vessels over 900 tons, $72 for the first 900 tons, and 5 cents per ton for each ton additional.

300	tons register	$32	00	per day.	1,425	tons register	$98	25	per day.
325	"	34	00	"	1,450	"	99	50	"
350	"	36	00	"	1,475	"	100	75	"
375	"	38	00	"	1,500	"	102	00	"
400	"	40	00	"	1,525	"	103	25	"
425	"	42	00	"	1,550	"	104	50	"
450	"	44	00	"	1,575	"	105	75	"
475	"	46	00	"	1,600	"	107	00	"
500	"	48	00	"	1,625	"	108	25	"
525	"	49	50	"	1,650	"	109	50	"
550	"	51	00	"	1,675	"	110	75	"
575	"	52	50	"	1,700	"	112	00	"
600	"	54	00	"	1,725	"	113	25	"
625	"	55	50	"	1,750	"	114	50	"
650	"	57	00	"	1,775	"	115	75	"
675	"	58	50	"	1,800	"	117	00	"
700	"	60	00	"	1,825	"	118	25	"
725	"	61	50	"	1,850	"	119	50	"
750	"	63	00	"	1,875	"	120	75	"
775	"	64	50	"	1,900	"	122	00	"
800	"	66	00	"	1,925	"	123	25	"
825	"	67	50	"	1,950	"	124	50	"
850	"	69	00	"	1,975	"	125	75	"
875	"	70	50	"	2,000	"	127	00	"
900	"	72	00	"	2,025	"	128	25	"
925	"	73	25	"	2,050	"	129	50	"
950	"	74	50	"	2,075	"	130	75	"
975	"	75	75	"	2,100	"	132	00	"
1,000	"	77	00	"	2,125	"	133	25	"
1,025	"	78	25	"	2,150	"	134	50	"
1,050	"	79	50	"	2,175	"	135	75	"
1,075	"	80	75	"	2,200	"	137	00	"
1,100	"	82	00	"	2,225	"	138	25	"
1,125	"	83	25	"	2,250	"	139	50	"
1,150	"	84	50	"	2,275	"	140	75	"
1,175	"	85	75	"	2,300	"	142	00	"
1,200	"	87	00	"	2,325	"	143	25	"
1,225	"	88	25	"	2,350	"	144	50	"
1,250	"	89	50	"	2,375	"	145	75	"
1,275	"	90	75	"	2,400	"	147	00	"
1,300	"	92	00	"	2,425	"	148	25	"
1,325	"	93	25	"	2,450	"	149	50	"
1,350	"	94	50	"	2,475	"	150	75	"
1,375	"	95	75	"	2,500	"	152	00	"
1,400	"	97	00	"					

WHARFAGE—PETROLEUM.

Rates of Wharfage at PETROLEUM Wharves, Point Breeze, Philadelphia, and at Chester and Marcus Hook, Pa.

VESSELS, REGISTERED TONNAGE.	For Vessels lying at inside Berths, either idle or working, and while working at outside Berths.	FOR VESSELS WHILE IDLE AT OUTSIDE BERTHS.	
		Second Tier.	Outside of Second Tier.
Tons.	Per Day.	Per Day.	Per Day.
200 or under.	$2.75	$1 40	$1.05
300	3.25	1.65	1.20
400	3.75	1.90	1.40
500	4.50	2.25	1.70
600	5.00	2.50	1.90
700	5.25	2.65	1.95
800	5.50	2.75	2.05
900	6.00	3.00	2.25
1,000	6.50	3.25	2.45
1,100	6.75	3.40	2.55
1,200	7.00	3.50	2.65
1,300	7.50	3.75	2 80
1,400	8.00	4.00	3.00
1,500	8.50	4.25	3.20
1,600	9.00	4.50	3.40
1,700	9.25	4.65	3.45
1,800	9.50	4.75	3 55
1,900	9.75	4.90	3.65
2,000	10.00	5.00	3.75
2,100	10.50	5.25	3.95
2,200	11.00	5.50	4.15
2,300	11.50	5.75	4.30
2,400	12.00	6.00	4.50
2,500	12.50	6.25	4.70
2,600	13.00	6.50	4.90
2,700	13.50	6.75	5.05
2,800	14.00	7.00	5.25
2,900	14.50	7.25	5.45
3,000	15.00	7.50	5.65
3,100	15.50	7.75	5.70
3,200	16.00	8.00	6.00
3,300	16.50	8.25	6.20
3,400	17.00	8.50	6.40
3,500	17.50	8.75	6.55

The reduced rates, as above, for vessels idle at outside berths, are to be allowed only when such berths are occupied by direction of the Wharf Superintendent or Harbor Master; otherwise, full rates will be charged, the same as for inside berths.

PORT OF PHILADELPHIA.

MARITIME RULES.

(As Approved by the Board of Directors of The Philadelphia Maritime Exchange June 26th, 1893.)

SUGAR—STEAM AND SAIL.

Discharge.

Steam. Lay-days for discharge of Steamers to begin at 7 A.M., after one full day, succeeding the day of vessel's entry at Custom House, Philadelphia. The office hours of the United States Custom House for entrance or clearance of vessels are from 9 A. M. until 4 P. M., so that a steamer entered at Customs between the hours named on, say, Monday, would be entitled to her general order for discharging, and for the discharge of the vessel to begin, or lay-days to count, say, from 7 A. M. on Wednesday. If Importer or Refiner would join with Master of Vessel in an application to Collector of the Port, permission can be obtained from Custom authorities to commence discharge of cargo immediately after entry of vessel at Custom House.

Sail. Lay-days for discharge of sailing vessels to begin 48 hours after entry of vessel at Custom House, Philadelphia.

Stevedoring—Steam and Sail.

Rates for stevedoring bags, baskets, mats, hogsheads, etc., by Refiners; also by numerous first-class independent stevedores:

Pernambuco and other Brazilian Sugars, 2¼ cents per bag, average net weight of bags 145 pounds, say 15½ bags per ton.

Hamburg, 2¾ cents per bag, average net weight of bags 220 pounds, say 10¼ bags per ton.

Demerara, 3 cents per bag, average net weight of bags 250 pounds, say 9 bags per ton.

Cuba, 3¼ cents per bag, average net weight of bags 320 pounds, say 7 bags per ton.

Manilla, Iloilo and Cebu, 30 cents per 2,240 pounds, net delivered weight.

Java, 28 cents per 2240 pounds, net delivered weight.

Cuba and Porto Rico, hogsheads, single or double-deck vessel, 17 cents per hogshead; approximate weight of hogshead, 1,700 pounds.

Cuba and Porto Rico, hogsheads, beam vessels, 20 cents per hogshead; approximate weight of hogshead, 1,700 pounds.

Barbadoes, hogsheads, single or double-deck vessel, 23 cents per hogshead; approximate weight of hogshead, 2,100 pounds.

Barbadoes, hogsheads, beam vessels, 28 cents per hogshead; approximate weight of hogshead, 2,100 pounds.

Other English Islands, hogsheads, single or double-deck vessel, 25 cents per hogshead, approximate weight of hogshead 2300 pounds.

Other English Islands, hogsheads, beam vessels, 30 cents per hogshead; approximate weight of hogshead, 2,300 pounds.

Despatch—Steam and Sail.

Amount of sugar which steamers and sailing vessels are entitled to demand, shall be discharged per day, according to the customs of the Port of Philadelphia.

Steam. In absence of any explicit written agreement to contrary between the contracting parties, steamers carrying not less than 1,500 tons of sugar are entitled by the custom of the Port of Philadelphia to discharge the following quantities of sugar per weather working day, Sundays and legal holidays excepted. A weather working day is understood to be a day suitable to discharge cargoes of sugar:

Sugar in bags, baskets, mats, etc., 500 tons of 2,240 lbs. per day.

Sugar in hogheads, 400 hogsheads per day.

Sail. In the absence of any explicit written agreement to contrary between the contracting parties, sailing vessels are entitled by the custom of the Port of Philadelphia to discharge the following quantities of sugar, per weather working day, Sundays and legal holidays excepted. A weather working day is understood to be a day suitable to discharge cargoes of sugar:

Cuba or other West India sugar in bags, not less than 325 tons (2,240 lbs.), per day.

Cuba, or other West India sugar in hogsheads, not less than 300 hogsheads per day.

Jaggery, China, Egyptian, Brazil, East India and Java sugar, not less than 200 tons (2240 lbs.), per day.

Weighing—Steam and Sail.

Unless vessel stipulates at time of charter or upon signing bills of lading for the payment of freight upon the in-take or invoice weight, or unless an agreed percentage for estimated loss in weight on cargo during

voyage is fixed, Refiner or Importer is justified in requiring vessel to participate in cost of ascertaining weight of cargo delivered at port of discharge. The charge for weighing sugar cargoes is one cent per 100 pounds, one-half of which cost, say, one-half cent. per 100 pounds, is a proper charge to be made by Refiner or Importer to vessel, when freight is payable upon delivered weight, and no special clause inserted in charter or bills of lading, exempting vessel from this charge.

Exchange—Steam and Sail.

The Sterling rate of Exchange for marine freight, payable at Philadelphia on cargoes of sugar discharged here, to be as per Messrs. Brown Bros. & Co.'s certificate as to selling rate of Exchange current at noon on day of vessel entering at Custom House, Philadelphia, for demand or 60 days sight bills on London.

Owners and masters are urged to have the conditions upon which their freight is payable at port of discharge clearly defined in charter parties or bills of lading, which can be done by adopting either of the following clauses, A or B. If it is intended that freight should be payable in cash at the sight or demand rate of Exchange on London, let it be so specified, as in clause A. In like manner, if it is the intention for freight to be payable at the 60 days' sight rate of Exchange on London, let it be so specified as in clause B.

(A). Freight to be payable in cash at the current rate of exchange for bankers' demand bills on London, at noon on day of vessel's entry at Custom House, Philadelphia.

(B). Freight to be payable in cash, at the current rate of exchange for bankers' sixty days sight bills on London, at noon of day of vessel's entry at Custom House, Philadelphia.

These suggestions are put forward in detail, owing to the differences of opinion that have arisen under clauses similar to following:

(1). Freight payable in cash, according to the custom of the port.

(2). Freight payable in cash, according to the custom of the port, without discount, etc.

Wharfage—Steam and Sail.

When vessels discharge at wharves of Refiners the great bulk of sugar is so discharged—the following rates of wharfage apply:

NOTE. The custom of the Port requires vessels to discharge their cargoes of sugar at any safe, suitable wharf, designated by Refiner or other Consignee of cargo.

Steamer.—To pay $4 per day for the first 200 tons net register of vessel, and three-quarters of one cent for each additional net register ton.

NOTE. This makes the wharfage of a 1500 tons net register Steamer $13.75 per day.

Sail.—To pay $4 for the first 200 tons net register and one-half of one cent each additional net register ton.

NOTE. A 600 tons net register sailing vessel would pay for wharfage $6 per day.

According to the custom of the Port of Philadelphia, in computing wharfage, the day the vessel comes and the day the vessel goes are considered as one full day.

Demurrage—Steam and Sail.

When a rate is not specifically stipulated for in charter party or bills of lading, demurrage on Steamers to be computed at the rate of 12½c per net register ton per day, and on sailing vessels, at the rate of eight (8) cents per net register ton per day.

Despatch Money—Steamers.—Despatch Money, if any be due to consignees of the cargo, to be computed at the rate of five (5) cents per net register ton of steamer per working day, payable upon settlement of freight.

NOTE. In computing discharging days for demurrage and/or despatch money, days and parts of days to be counted.

All cargo must be tallied alongside of vessel as delivered over the rail.

PORT OF PHILADELPHIA.

Rules Regulating Delivery and Receipt of Southern Pine Cargoes and Railroad Ties.

(*As Approved by the Board of Directors of The Philadelphia Maritime Exchange, March 28th, 1898.*)

SOUTHERN PINE CARGOES.

Customary Despatch.

This term shall be construed to mean that the consignees shall furnish a berth for vessel to discharge cargo within twenty-four (24) hours from the time master reports that he is ready to deliver the same—such time to be counted from full half (½) days—that is, when master reports before noon, said twenty-four (24) hours shall commence to count from one (1) o'clock P. M. of the same day; and when he reports after noon, it shall commence to count from seven (7) o'clock A. M. of the day following.

Discharge of Cargo.

In discharge of cargo, twenty-five thousand (25,000) feet per working day, 4/4 and 5/4 boards, and thirty thousand (30,000) feet per working day

of resawed and plank, shall constitute a day's work, Sundays and legal holidays excepted, for each ten (10) hours during the months of March to October, both inclusive, or proportionately for nine (9) hours during the months of November, December, January and February.

Wharfage.

The rate of wharfage for vessels shall be one (1) cent per ton, up to a registered tonnage of three hundred (300), and an addition of one-half (½) of a cent per ton, per day, above the three hundred (300) tons, to the full registered tonnage of the vessel.

RAILROAD TIES.

Delivery.

Consignees shall have twenty-four (24) hours (Sundays and legal holidaps excepted) after the vessel arrives, and the master, or vessel's agent, reports, in which to furnish the vessel with a berth where she can discharge. At the expiration of said twenty-four (24) hours, vessel's lay-days shall commence; except that, in case consignees have given orders within the allotted time, and vessel fails to report at berth before noon, her lay-days shall not begin until the morning following.

Lay-days allowed consignee for receiving cargo shall be as follows, viz:

Twenty-four (24) hours to furnish a berth as provided in above rule, and one (1) running day (Sundays and legal holidays excepted) for every fifty thousand (50,000) feet board measure of the ties.

COMMERCE OF THE PORT OF PHILADELPHIA

For the past ten years.

ARRIVALS.

American Vessels Entered from Foreign Ports.

	Cargo.		Ballast.	
Yrs.	Vessels.	Tons.	Vessels.	Tons.
1889	385	223,873	10	13,686
1890	354	210,474	4	3,134
1891	353	221,401	5	4,329
1892	389	263,490	12	12,218
1893	285	211,654	9	7,713
1894	296	245,999	1	85
1895	280	223,719	2	2,155
1896	156	133,759	7	13,008
1897	151	132,244	4	2,802
1898	94	53,308	3	1,546

Foreign Vessels Entered from Foreign Ports.

	Cargo.		Ballast.	
Yrs.	Vessels.	Tons.	Vessels.	Tons.
1889	814	884,787	91	117,065
1890	935	1,052,562	136	189,531
1891	844	959,917	172	266,736
1892	914	1,044,240	303	465,305
1893	757	931,558	235	391,624
1894	654	826,798	209	356,669
1895	688	907,082	185	313,902
1896	560	816,794	220	385,608
1897	543	864,718	363	626,053
1898	989	1,677,897	405	729,666

Vessels Arriving Coastwise.

Years.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Barges.	Total.
1889	1,443	11	21	8	2,509	. .	3,746
1890	1,376	8	80	19	2,361	. .	3,844
1891	1,474	16	44	8	2,706	. .	4,248
1892	1,472	12	49	5	2,153	. .	4,051
1893	1,471	11	71	7	2,555	. .	4,115
1894	1,444	17	79	10	2,832	. .	4,382
1895	1,581	23	56	13	2,535	580	4,788
1896	1,543	3	36	7	2,157	843	4,589
1897	1,490	3	46	10	2,082	1,110	4,741
1898	1,388	15	41	6	1,932	1,356	4,738

CLEARANCES.

American Vessels Cleared for Foreign Ports.

	Cargo.		Ballast.	
Yrs.	Vessels.	Tons.	Vessels.	Tons.
1889	251	178,681	6	2,005
1890	210	144,942	19	7,745
1891	313	224,179	17	7,830
1892	322	243,449	11	6,988
1893	245	210,631	12	4,966
1894	243	235,238	24	19,132
1895	230	210,500	24	13,857
1896	177	162,183	7	4,222
1897	163	133,221	7	3,832
1898	102	61,618	6	8,012

Foreign Vessels Cleared for Foreign Ports.

	Cargo.		Ballast.	
Yrs.	Vessels.	Tons.	Vessels.	Tons.
1889	615	673,252	82	55,794
1890	772	910,736	104	97,644
1891	677	820,683	95	62,876
1892	946	1,255,259	151	90,069
1893	727	1,018,734	148	95,724
1894	556	892,337	219	134,393
1895	597	917,308	163	127,405
1896	591	971,900	113	86,635
1897	784	1,328,291	79	71,407
1898	984	1,629,853	53	34,067

Vessels Sailing Coastwise.

Years.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Barges.	Total.
1889	1,647	9	69	29	2,389	. .	4,143
1890	1,563	10	102	37	2,453	. .	4,165
1891	1,684	11	88	27	2,742	. .	4,552
1892	1,551	14	70	30	2,548	. .	4,213
1893	1,554	6	77	15	2,669	. .	4,321
1894	1,564	1	51	24	2,804	. .	4,444
1895	1,708	16	57	18	2,587	616	5,002
1896	1,655	10	34	10	2,108	873	4,690
1897	1,513	11	34	11	2,046	1,124	4,743
1898	1,377	14	36	6	1,886	1,308	4,627

Arrivals at the Delaware Breakwater during 1898.

	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Barges.	Total.
FOR ORDERS	179	23	27	2	13	. .	244
FOR HARBOR	75	8	27	5	1099	355	1569
IN DISTRESS	. .	. .	. .	. .	2	. .	2
QUARANTINED	. .	. .	. .	. .	. .	. .	. .
TOTALS	254	31	54	7	1114	355	1815

PETROLEUM.

Exports during ten calendar years—Philadelphia, New York, Baltimore.—Percentages shipped each year from each of the three Ports.

PORT	1889.		1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.	
	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.
Philadelphia	3,168,745	26.5	3,185,924	25.82	3,940,258	34.59	4,910,739	38.04	6,252,518	38.96	6,365,256	39.91	6,381,765	42.53	6,370,699	39.98	7,547,757	44.46	7,090,631	41.41
Baltimore.....	173,210	1.47	278,643	2.26	178,022	1.56	301,651	2.34	542,050	3.37	842,052	5.28	948,561	6.32	935,445	5.87	779,615	4.59	887,545	5.18
New York.....	8,607,281	72.03	8,871,059	71.92	7,272,467	64.18	7,696,388	59.62	9,256,441	57.67	8,743,560	54.81	7,673,083	51.15	8,629,467	54 15	8,649,472	50.95	9,146,260	53.41
Total.....	11,949,236	100.	12,335,626	100.	11,390,747	100.	12,908,778	100.	16,051,009	100.	15,950,868	100.	15,003,409	100.	15,935,611	100.	16,976,844	100.	17,124,436	100.

NOTE.—Cases are included in above statistics, and are estimated at five to the barrel.

EXPORTS OF WHEAT, CORN AND

from Ports on the Atlantic Coast, with

PORTS.		MONTREAL.		PORTLAND.		BOSTON.		NEW YORK.		PHILADELPHIA.	
1884.	Total Exports,	3,426,885 W. 2,036,050 C.	6.1 7.4	263,161 W. 1,283,600 C.	0.5 4.7	1,639,598 W. 4.156,483 C.	2.9 15.1	26,767,296 W. 9.492,200 C.	48.0 34.0	5,566,173 W. 1,744,252 C.	10.0 6.4
		5,462,935	6.5	1,536,761	1.8	5,796,081	7.0	36,256,496	43.5	7,310,425	8.8
1885.	Total Exports,	3,372,160 W. 1,945,898 C.	10.5 3.2	854,538 W. 458,581 C.	2.7 0.7	1,680,022 W. 3.778,823 C.	5.3 6.2	17,111,294 W. 27,214,189 C.	53.4 44.4	3,532,192 W. 5.929,244 C.	11.0 9.7
		5,318,058	5.7	1,313,119	1.4	5,458,845	5.8	44,325.483	47.5	9,461,436	10.1
1886.	Total Exports,	5,885,662 W. 3,910,209 C.	9.8 7.3	960,882 W. 411,555 C.	1.6 0.8	2,376,298 W. 3,025,673 C.	3.9 5.7	32,090,610 W. 20,996,705 C.	53.0 39.4	6,079,146 W. 1,857,353 C.	10.0 3.5
		9,795,871	8.6	1,372,437	1.2	5,401,971	4.7	53,087,315	46.7	7,936,499	7.0
1887.	Total Exports,	7,434,716 W. 1,263,108 C.	9.2 3.8	1,333,456 W. C.	1.7 .	3,983 925 W. 2,313,958 C.	5.0 7.0	41,886,049 W. 12,306,272 C.	52.1 37.3	8,774,174 W 1,996,583 C.	10.9 6.1
		8,697,824	7.7	1,333,456	1.2	6,297,883	5.5	54,192,321	47.8	10 770,757	9.5
1888.	Total Exports,	2,157,548 W. 2,660,003 C.	9.6 8.8	176,160 W. . . . C.	0.8 .	1,210,666 W. 3,245,820 C.	5.3 10.7	12,609,242 W. 14,236,181 C.	56.0 47.0	949,844 W. 859,371 C.	4.2 2.8
		4,817,551	0.1	176,160	0.3	4,456,486	8.5	26,845,423	50.8	1,809,215	3.4
1889.	Total Exports,	2,356,494 W. 6,601,989 C.	11.7 8.5	. . . W. 641,683 C.	. 0.8	459,111 W. 7,135,933 C.	2.3 9.1	10,784,303 W. 28,786,977 C.	53.6 36.9	1,110,606 W. 3,640,316 C.	5.5 4.7
		8,958,483	9.1	641,683	0.7	7,595,044	7.8	39,571,280	40.3	4,750,922	4.8
1890.	Total Exports,	2,156,807 W. 4,849,024 C. 210,000 O.	9.6 5.7 1.9	65,213 W. 323,376 C. . . . O.	0.4 0.4 .	525,287 W. 4,500,703 C. 515,878 O.	2.3 5.3 4.4	12,569,286 W. 24,600,147 C. 9,301,046 O.	56.0 29.1 79.7	617,876 W. 16,735,521 C. 12.587 O.	2.8 19.8 .1
		7,215.831	6.1	388,589	0.3	5,541,868	4.6	46,470,479	39.2	17,365,984	14.7
1891.	Total Exports,	6,090,114 W. 2,173,070 C. 744,287 O.	6.5 7.7 13.2	700,157 W. 50 C. . . . O.	0.8 . .	2,787,125 W. 3,897,565 C. 35,406 O.	3.0 13.8 0.6	46,957,113 W. 13,180,393 C. 3.205,466 O.	50.3 46.5 56.8	6,840,503 W. 2,608,677 C. 309,857 O.	7.3 9.2 5.5
		9,007,471	7.1	700,207	0.5	6,720,096	5.3	63,342.972	49.7	9,759,037	7.7
1892.	Total Exports,	8,489,698 W. 1,764,859 C. 5,020,140 O.	7.6 2.5 45.4	1,010,545 W. . . . C. . . . O.	0.9 . .	7,501,903 W. 2,971,858 C. 73,745 O.	6.7 4.1 0.7	50,813.295 W. 18,786,801 C. 3,742,812 O.	45.4 26.1 33.8	9,762,594 W. 19,779,876 C. 446,478 O.	8.7 27.5 4.0
		15,274,697	7.8	1,010,545	0.5	10,547,506	5.5	73,342,908	37.7	29,988,948	15.4
1893.	Total Exports,	6,909,337 W. 9,650,554 C. 3,119,240 O.	7.9 20.0 31.6	1,050,049 W. 24,705 C. . . . O.	1.2 . .	5,275,276 W. 5,241,170 C. 3,651 O.	6.0 10.9 .	38,047,932 W. 12,802,039 C. 5,197,007 W.	43.7 26.6 52.6	5,723,510 W. 3,865,633 C. 103,400 O.	6.6 8.0 1.1
		19,679,131	13.5	1,074,754	0.7	10,520,097	7.3	56,046.978	38.6	9,692,543	6.7
1894.	Total Exports,	5,337,455 W. 1,969,417 C. 77,569 O.	9.7 5.0 16.7	395,961 W. 623,578 C. . . . O.	0.7 1.6 .	5,812,828 W. 3,823,635 C. 2,350 O.	10.5 9.7 0.5	25,141,494 W. 11,406,711 C. 382,805 O.	45.6 28.9 82.8	4,487,496 W. 2,577,540 C. 169 O.	8.2 6.5 .
		7,384,441	7.8	1,019,539	1.1	9,638,813	10.1	36,931,010	38.8	7,065,205	7.4
1895.	Total Exports,	3,795,000 W. 2,458,000 C. 10,750 O.	8.7 4.1 0.6	. . . W. 456,505 C. . . . O.	. 0.8 .	7,380,391 W. 5,281,069 C. 1,520 O.	16.9 8.9 0.1	24,554,758 W. 19,693,471 C. 1,497,587 O.	56.2 33.2 82.8	1,885,598 W 3,140,920 C. 59,420 O.	4.3 5.3 3.3
		6,263,750	6.0	456,505	0.4	12,662,980	12.1	45,745,816	43.7	5,085,938	4.8
1896.	Total Exports,	6,877,846 W. 6,658,944 C. 2,631,785 O.	12.0 5.5 8.3	73,322 W. 565,836 C. . . . O	0.1 0.5 .	9,781,250 W. 5,990,397 C. 1,919,677 O.	17.1 4.9 6.1	21,766,950 W. 18.801,794 C. 15,880,150 O.	38.0 15.5 50.4	4,902,181 W. 8,934,402 C. 438,824 O.	8.6 7.4 1.4
		16,168,575	7.7	639,158	0.3	17,691,324	8.4	56,448,894	26.9	14,275,407	6.8
1897.	Total Exports,	10,046,861 W. 9,327,470 C. 5,144,750 O.	10.8 5.2 9.0	1,327,271 W. 436,411 C. 1,245,389 O.	1.4 0.2 2.2	10,642,066 W. 9,515,397 C. 4,713,460 O.	11.5 5.3 8.3	30,744,529 W. 33,553,529 C. 34,486,990 O.	33.1 18.5 60.4	4,803,584 W. 25,480,715 C. 2,369,486 O.	5.2 14.1 4.1
		24,519,081	7.4	3,009,071	0.9	24,870,923	7.5	98,785,048	29.8	32,653,785	9.9
1898.	Total Exports,	8,805,930 W. 19,099,106 C. 6,812,712 O.	6.7 9.7 11.5	3,007,915 W. 999,086 C. 3,185,901 O.	2.3 0.5 5.4	13,089,189 W. 11,728,786 C. 8,451,770 O.	10.0 5.9 14.3	54,600.006 W. 39,376,615 C. 24,574,886 O.	41.7 20.0 41.4	5,912,080 W. 30,782,380 C. 5,904,302 O.	4.5 15.8 9.9
		34,717,748	8.9	7,192,902	1.8	33,269.745	8.6	118,551,507	30.8	42,598,762	11.0

NOTE.—The figures in above table represent bushels.

OATS FOR FIFTEEN CALENDAR YEARS.

percentages from each Port.

BALTIMORE.		NEW ORLEANS.		NORFOLK.		NEWPORT NEWS.		GALVESTON.		TOTALS.
16,217,600 W.	29.1	1,346,019 W.	2.4	 W.	. . .	535,350 W.	1.0	2,120 W.	. . .	55,764,202 W.
4,943,010 C.	18.0	3,975,626 C.	14.4	300 C.	. . .	 C.	. . .	 C.	. . .	27,631,521 C.
21,160,610	25.4	5.321,645	6.4	300	. . .	535,350	0.6	2,120	. . .	83,395,723
4,581,261 W.	14.3	678,283 W.	2.1	 W.	. . .	227,165 W.	0.7		. . .	32,036,915 W.
14,048,287 C.	22.9	7,302,910 C.	11.9	21,486 C.	. . .	618,350 C.	1.0		. . .	61,317,763 C.
18,629,548	20.0	7,981,193	8.6	21,486	. . .	845,515	0.9		. . .	93,354,678
10,475,395 W.	17.3	1,041,141 W.	1.7	 W.	. . .	1,638,250 W.	2.7	 W.	. . .	60,547,384 W.
13,138,229 C.	24.7	7,896,339 C.	14.8	53,021 C.	0.1	1,562,598 C.	3.7	1,260 C.	. . .	53,252,942 C.
23,613,624	20.7	8,937,480	7.9	53,021	. . .	3,600,848	3.2	1,260	. . .	113,800,326
11,057,290 W.	13.7	4,299,242 W.	5.3	193,838 W.	0.2	1,501,477 W.	1.9		. . .	80,464,167 W.
7,115,814 C.	21.6	7,301,011 C.	22.1	199,242 C.	0.6	505,481 C.	1.5		. . .	33,001,469 C.
18,173,104	16.0	11,600,253	10.2	393,080	0.3	2,006,958	1.8		. . .	113,465,636
4,082,508 W.	18.1	1,027,322 W.	4.6	 W.	. . .	322,309 W	1.4		. . .	22,535,599 W.
3,741,914 C.	12.3	5,055,512 C.	16.7	82,674 C.	0.3	427,110 C.	1.4		. . .	30,308,585 C.
7,824,422	14.8	6,082,834	11.5	82,674	0.2	749,419	1.4		. . .	52,844,184
4,389,790 W.	21.8	991,184 W.	4.9	2,982 W.	. . .	31,885 W.	0.2		. . .	20,126,355 W.
16,822,808 C.	21.6	13,469,754 C.	17.3	27,903 C.	. . .	880,251 C.	1.1		. . .	78,007,614 C.
21,212,598	21.6	14 460,938	14.8	30,885	. . .	912,136	0.9		. . .	98,133,969
4,803,453 W.	21.4	1,308,710 W.	5.8	16,000 W.	0.1	365,643 W.	1.6	 W.	. . .	22,428,275 W.
19,447,144 C.	23.0	12,768,422 C.	15.0	22,728 C.	. . .	1,331,279 C.	1.6	36,012 C.	0.1	84,614,356 C.
617,053 O.	5.3	 O.	. . .	 O.	. . .	1,006,702 O.	8.6	 O.	. . .	11,663,266 O.
24,867,650	20.9	14,077,132	11.9	38,728	. . .	2,703 624	2.3	36,012	. . .	118,705,897
15,673,334 W.	16.8	10,497,110 W.	11.2	1,492,024 W.	1.6	1,814,024 W.	1 9	587,395 W.	0.6	93,438,899 W.
3,852,911 C.	13.6	1,843,869 C.	6.5	83,617 C.	0.3	682,260 C.	2.4	12,741 C.	. . .	28,335,153 C.
548 O.	. . .	 O.	. . .	 O.	. . .	1,345,487 O.	23.9	 O.	. . .	5,641,051 O.
19,526,793	15.3	12,340,979	9.7	1,575,641	1.2	3,841,771	3.0	600,136	0.5	127,415,103
16,567,652 W.	14.8	14,450,811 W.	12.9	628,247 W.	0.6	2,323 824 W.	2.1	377,885 W.	0.3	111,926,454 W.
19,707 257 C.	27.4	7,044,044 C.	9.8	598,552 C.	0.8	1,026,098 C.	1.6	144,775 C.	0.2	71,824,120 C.
172,271 O.	1.6	 O.	. . .	 O.	. . .	1,604,329 O.	14.5	 O.	. . .	11,059,775 O.
36,447,180	18.7	21,494,855	11.0	1,226,799	0.6	4,954.251	2.5	522,660	0.3	194,810,349
13,141,293 W.	15.1	13,530,944 W.	15.5	105,672 W.	0.1	2,079,040 W.	2.4	1,310 950 W.	1.5	87 174.003 W.
7,122,350 C.	14.8	6,344,375 C.	13.2	510,307 C.	1.0	2,560,088 C.	5.3	98,508 C.	0.2	48,219,729 C.
1,380,255 O.	13.9	 O.	. . .	 O.	. . .	80,226 O.	0.8	 O.	. . .	9,883,779 O.
21.643,898	14.9	19,875,319	13.7	615,979	0.4	4.719.354	3.3	1,409,458	0.9	145,277,511
8,543,685 W.	15.5	2,901,531 W.	5.3	 W.	. . .	2,365,402 W.	4.3	135,137 W.	0.2	53,120,989 W.
7,676,862 C.	19.5	5,341,517 C.	13.5	1,228,962 C.	3.1	4,822,738 C.	12.2	5,412 C.	. . .	39,476,372 C.
46 O.	. . .	 O.	. . .	 O.	. . .	 O.	. . .	 O.	. . .	462,939 O.
16,220,593	17.1	8,243,048	8.7	1,228,962	1.3	7,188,140	7.5	140,549	0.2	95,060,300
3.976,838 W.	9.1	762,878 W.	1.7	163,265 W.	0 4	1,185,400 W.	2.7	 W.	. . .	43,704,128 W.
9,645,758 C.	16.3	8,756,766 C.	14.8	3,716,081 C.	6.3	4,866.335 C.	8.2	1,233,477 C.	2.1	59,248,382 C.
134,318 O.	7.4	 O.	. . .	 O	. . .	104,982 O.	5.8	 O.	. . .	1,808,577 O.
13,756,914	13.1	9,519,644	9.1	3,879,346	3.7	6,156,717	5.9	1,233,477	1.2	104,761,087
6,588,559 W.	11.5	3,851,337 W.	6.7	 W.	. . .	17,327 W.	. . .	3,438,939 W.	6.0	57,297,711 W.
25,662,693 C.	21.1	25,391,530 C.	20.8	12,923,820 C.	10.6	10,376,625 C.	8.6	6,207.714 C.	5.1	121,363,755 C.
6,919,519 O.	21.9	 O.	. . .	 O.	. . .	3,750,054 O	11.9	 O.	. . .	31,540,009 O.
39.110,771	18.6	29,152,867	13.9	12,923,820	6.1	14,144,006	6.7	9,646,653	4.6	210,201,475
15,628,700 W.	16.9	10,402,916 W.	11.2	853,339 W.	0 9	1,417,510 W.	1.5	6,967,076 W.	7.5	92,833,852 W.
43,652,516 C.	23.8	27,295,585 C.	15.1	11,004,600 C.	6.1	16,723,599 C.	9.2	4,595,470 C.	2.5	180,985,292 C.
5,245,055 O.	9.2	1,234,331 O.	2.2	 O.	. . .	2,608,244 O.	4.6	 O.	. . .	57,047,705 O.
63,926,271	19.3	38,932,832	11.8	11,857,939	3.6	20,749,353	6.3	11,562,546	3.5	330,866,849
18,363,041 W.	14.0	12,833,535 W.	9.9	620,002 W.	0.5	3,148,739 W.	2.4	10,525,601 W.	8.0	130,906,038 W.
43,441,295 C.	22.2	20,560,305 C.	10.5	9,128,409 C.	4.7	15,190,345 C.	7.8	5,475,526 C.	2.9	195,781,863 C.
5,767,247 O.	9.7	1,688,287 O.	2.8	142,200 O.	0.2	2,818,290 O.	4.8	27,575 O.	0.0	59.373,170 O.
67,571,583	17.5	35,082,127	9.2	9,890,611	2.5	21,157,374	5.6	16,028,712	4.1	386,061,071

NOTE.—The figures in above table represent bushels.

Importation of Sugar at the principal Atlantic Seaports of the United States.
1891 to 1898.

PORTS.	1891. Tons.	Per Cent.	1892. Tons.	Per Cent.	1893. Tons.	Per Cent.	1894. Tons.	Per Cent.
PHILADELPHIA, .	491,396	32.01	484,986	34.60	438,971	30.85	473,392	29.12
NEW YORK, . .	824,081	53.69	727,190	51.87	810,716	57.00	980,821	60.32
BOSTON, ...	193,661	12.62	189,603	13.53	170,856	12.00	171,747	10.56
BALTIMORE, . .	25,849	1.68		. . .	2,200	.15		. . .
	1,534,987	100.00	1,401,779	100.00	1,422,743	100 00	1,625,960	100.00

PORTS.	1895. Tons.	Per Cent.	1896. Tons.	Per Cent.	1897. Tons.	Per Cent.	1898. Tons.	Per Cent.
PHILADELPHIA, .	358,105	24.73	343,149	21.43	388,674	24.37	314,250	22.83
NEW YORK, . . .	915,120	63.18	1,056,377	65.98	1,013,450	63.54	917,032	66.61
BOSTON, ...	165,584	11.43	183,992	11.49	176,110	11.04	138,478	10.06
BALTIMORE, . . .	9,520	.66	17,377	1.10	16,628	1.05	6,882	.50
	1,448,329	100.00	1,600,895	100.00	1,594,862	100.00	1,376,642	100.00

Coal exported from the Port of Philadelphia during ten calendar years.

	TONS.	VALUE.
Year 1889, Anthracite, tons,	15,031	$55,245
Bituminous "	237,242	645,467
Total,	252,273	$700,712
Year 1890, Anthracite, tons,	20,171	$70,608
Bituminous "	279,242	751,889
Total,	299,413	$822,497
Year 1891, Anthracite, tons,	19,939	$70,129
Bituminous "	337,055	919,929
Total,	356,994	$990,058
Year 1892, Anthracite, tons,	23,031	$85,137
Bituminous "	372,028	1,024,812
Total,	395,059	$1,109,949
Year 1893, Anthracite, tons,	26,029	$97,424
Bituminous, "	296,625	805,635
Total,	322,654	$903,059
Year 1894, Anthracite, tons,	20,635	$71,191
Bituminous "	362,428	935,931
Total,	383,063	$1,007,122
Year 1895, Anthracite, tons,	23,068	$66,956
Bituminous "	411,009	1,009,434
Total,	434,077	$1,076,390
Year 1896, Anthracite, tons,	19,181	$68,271
Bituminous "	315,555	785,094
Total,	334,736	$853,365
Year 1897, Anthracite, tons,	23,898	$89,716
Bituminous "	378,092	832,248
Total,	401,990	$921,964
Year 1898, Anthracite, tons,	12,697	$41,331
Bituminous "	476,602	881,985
Total,	489,299	$923,316

Value of Exports and Imports at Philadelphia during fifty calendar years.

YEARS.	EXPORTS.	IMPORTS.	YEARS.	EXPORTS.	IMPORTS.
1849.....	$5,343,421	$10,645,500	1874.....	$29,878,911	$25,004,785
1850.....	4,501,606	12,066,154	1875.....	31,836,727	24,011,014
1851.....	5,356,039	14,168,751	1876.....	59,539,450	21,000,000
1852.....	5,828,571	14,785,917	1877.....	37,823,356	20,126,032
1853.....	6,527,996	18,834,410	1878.....	48,362,116	21,048,197
1854.....	10,104,416	21,359,306	1879.....	50,685,838	27,224,549
1855.....	5,274,338	15,309,935	1880.....	46,589,584	38,933,832
1856.....	7,144,488	16,585,685	1881.....	41,162,957	29,764,278
1857.....	7,135,256	17,890,369	1882.....	34,529,459	37,666,489
1858.....	5,947,241	12,890,369	1883.....	38,662,434	32,811,045
1859.....	5,298,095	15,603,769	1884.....	36,891,605	31,990,309
1860.....	7,839,286	14,531,352	1885.....	37,281,739	33,365,242
1861.....	10,277,938	8,004,161	1886.....	33,607,386	37,997,005
1862.....	11,518,970	8,327,976	1887.....	33,813,024	39,570,687
1863.....	10,628,968	6,269,530	1888.....	28,012,879	45,020,132
1864.....	13,664,862	9,135,685	1889.....	29,183,468	50,996,802
1865.....	12,582,162	5,645,755	1890.....	36,478,554	56,057,013
1866.....	17,867,716	7,331,261	1891.....	42,845,724	62,438,219
1867.....	14,442,398	14,071,765	1892.....	60,274,024	63,277,781
1868.....	15,706,445	14,218,365	1893.....	43,416,955	58,870,186
1869.....	15,872,249	16,414,535	1894.....	37,441,000	51,553,704
1870.....	16,694,478	14,952,371	1895.....	36,745,119	47,271,434
1871.....	28,688,551	20,820,374	1896.....	42,431,100	39,807,278
1872.....	20,484,803	26,824,333	1897.....	51,760,616	43,646,026
1873.....	29,683,186	29,186,925	1898.....	59,392,047	37,516,707

VALUE OF IMPORTS

At Philadelphia, Pa , by Months for the Year ending December 31, 1898.

1898—MONTHS.	FREE OF DUTY.	SUBJECT TO DUTY.	TOTALS.
January	$704,961	$1,329,141	$2,034,102
February	789,211	1,838,237	2,627,448
March	783,267	2,959,346	3,742,613
April	827,681	2,339,183	3,166,864
May	919,230	2,481,061	3,400,291
June	1,085,802	2,416,819	3,502,621
July	724,054	3,204,165	3,928,219
August	623,452	1,939,595	2,563,047
September	791,477	2,054,003	2,845,480
October	701,243	3,248,856	3,950,099
November	837,975	1,620,280	2,458,255
December	661,608	2,636,060	3,297,668
Totals	$9,449,961	$28,066,746	$37,516,707

IMPORT DUTIES.

Received at the Philadelphia Custom House during ten calendar years.

MONTHS.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.
January	$2,184,225 00	$2,203,993 25	$2,175,750 15	$838,091 31	$1,175,540 73	$655,394 89	$1,211 173 55	$1 066,743 43	785,101 91	$938,572 41
February	1,794,178 72	2,220,111 22	1,403,625 46	759 864 75	803,170 53	578,691 38	1,009,706 88	1,048,247 92	933,320 86	1,290,816 74
March	1,951,801 20	2,316,201 79	966,413 09	961,398 65	993,273 81	673,847 78	1,363,759 59	1,103,233 62	2 340.779 45	1,307,242 98
April	2,095 809 00	2,393,705 41	630,516 06	872,558 34	947,826 60	578,870 03	828,647 85	1,125,870 00	2,467,309 70	1,754,172 00
May	1,927,914 69	2,182,797 53	714,492 63	766,324 66	866,040 21	605,912 63	1,413,055 04	1,060,747 56	1 162,905 70	1,997,511 75
June	1,944,026 12	2,413.854 36	931,501 92	839,482 52	933,069 78	548,936 10	1,046.812 88	1,056 286 08	2,634.651 03	1,599,184 49
July	2,281,249 45	2,930.292 41	751,182 99	1,045,437 66	859.534 52	560,225 83	1,180,948 41	1,070,681 43	816,695 13	1,755,858 65
August	1.977,004 77	2,342,275 11	653,901 93	952,632 97	687,921 15	692,059 95	1,225 798 70	1,096,655 06	373,975 20	1,777.655 11
September	1,623,711 76	2,536,870 24	798,019 02	1 032,398 30	761,713 74	884,905 51	1,300,895 02	1,053,752 36	490,815 27	2,186,836 18
October	1,656,330 68	2,047,014 64	707.363 49	1,001,803 16	634,720 36	1,021,383 48	1,181.495 46	1,076,291 95	609,828 31	1,984,505 18
November	1,637,011 98	2,422,113 24	631,769 37	848 511 79	618,436 58	762,686 25	735,824 42	1,089,040 84	590,738 85	1,408.353 34
December	1,531,877 53	1,917,689 61	646,561 56	846,260 18	511,556 66	846,507 58	898,831 36	698,789 99	719.253 24	1 671,052 54
Totals	$22,405,140 90	$27,926,918 81	$11,011,097 67	$10,764,764 23	$9,792,804 61	$8,409,421 41	$13,366,949 16	$12,546,340 24	$13,923 374 65	$19,671,791 37

PILOTAGE RATES ON THE DELAWARE BAY AND RIVER.

Under the Laws of the States of Pennsylvania and Delaware.

(*Amended 1899*)

FEET.	INWARD. If spoken east of Five Fathom Bank Light-ship, or north of Hereford Inlet Lighthouse, or south of Fenwick's Island Light.	INWARD. If spoken inside of Five Fathom Light-ship and outside of line drawn from Cape May Light to Cape Henlopen Light.	INWARD. If not spoken until inside of line drawn from Cape May Light to Cape Henlopen Light.	OUTWARD.
8	35.20	32.00	28.80	32.00
8½	37.40	34.00	30.60	34.00
9	39.60	36.00	32.40	36.00
9½	41.80	38.00	34.20	38.00
10	44.00	40.00	36.00	40.00
10½	46.20	42.00	37.80	42.00
11	48.40	44.00	39.60	44.00
11½	50.60	46.00	41.40	46.00
12	52.80	48.00	43.20	48.00
12½	68.75	62.50	56.25	62.50
13	71.50	65.00	58.50	65.00
13½	74.25	67.50	60.75	67.50
14	77.00	70.00	63.00	70.00
14½	79.75	72.50	65.25	72.50
15	82.50	75.00	67.50	75.00
15½	85.25	77.50	69.75	77.50
16	88.00	80.00	72.00	80.00
16½	90.75	82.50	74.25	82.50
17	93.50	85.00	76.50	85.00
17½	96.25	87.50	78.75	87.50
18	99.00	90.00	81.00	90.00
18½	101.75	92.50	83.25	92.50
19	104.50	95.00	85.50	95.00
19½	107.25	97.50	87.75	97.50
20	110.00	100.00	90.00	100.00
20½	112.75	102.50	92.25	102.50
21	115.50	105.00	94.50	105.00
21½	118.25	107.50	96.75	107.50
22	121.00	110.00	99.00	110.00
22½	123.75	112.50	101.25	112.50
23	126.50	115.00	103.50	115.00
23½	129.25	117.50	105.75	117.50
24	132.00	120.00	108.00	120.00
24½	134.75	122.50	110.25	122.50
25	137.50	125.00	112.50	125.00
25½	140.25	127.50	114.75	127.50
26	143.00	130.00	117.00	130.00
26½	145.75	132.50	119.25	132.50
27	148.50	135.00	121.50	135.00
27½	151.25	137.50	123.75	137.50
28	154.00	140.00	126.00	140.00
28½	156.75	142.50	128.25	142.50
29	159.50	145.00	130.50	145.00

CITY ICE BOATS.

The City of Philadelphia owns and operates three Ice Boats (side-wheel steamers) of power and equipment scarcely second to any in the world. Their office is to keep the channels of the Delaware and Schuylkill Rivers navigable in the severest winter weather, and the original intention was that they should be used solely for that purpose; but in time of emergency, when Tow Boats are not at hand and navigation is rendered very difficult, if not impracticable, except in their wake, they accept tows at rates which, though apparently high, pay but a small portion of their operating expenses.

Rates of Towage.

SCALE OF DISTANCES.	Miles.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
	U. S. Survey.	70 to 200 and under 70.	200 to 500.	500 to 800.	800 to 1100.	1100 to 1300.	1300 and upwards.
PHILADELPHIA TO OR FROM		Cents per ton.	Cents per ton.	Cents per ton.	Cents per ton.	Cents per ton.	Cents per ton.
Chester	16¼	18	12	11	10	9	8
Marcus Hook	20	19	13	12	11	10	9
Grubb's Landing	24	20	14	13	12	11	10
Wilmington Creek	28½	22	16	14	13	12	11
New Castle	33½	23	17	16	14	13	12
Delaware City	40	27	19	17	16	15	14
Reedy Island Light House	46	29	20	19	17	16	15
Morris Liston's, (Half Way)	52	31	21	20	18	17	16
Duck Creek Light House	56½	32	22	21	19	18	17
Bombay Hook Point	61	34	24	22	20	19	18
Buoy of Middle	71	39	26	25	23	21	20
Ledge Light Boat	77	41	28	26	24	22	21
Buoy on the Fourteen-Foot Bank	84	44	30	28	26	23	22
Brandywine Light Boat	90	47	32	30	27	25	23
Buoy on the Brown	94	48	33	32	28	26	25
Breakwater	103	52	36	33	30	28	26
Light Boat on the Five Fathom Bank	128						

Rules and Regulations.

1.—Orders for towing vessels outward bound, or for Harbor Service, will only be received at the office of the Ice Boats; and at the time of the application for service *ten per cent. of the towage money* shall be paid in *advance*, as a booking fee, to be forfeited if the Ice Boats are not used.

2.—When vessels are taken in tow or cast off *between* any of the points named in the scale of rates, they will be charged in proportion to the distance towed, except as provided in Rule No. 8.

3.—All vessels are at their own risk while in tow, and the Ice Boats will not be liable for any injury they may sustain. The right to cast off shall be at the option of the Captains of the Ice Boats. Should any vessel be cast off in consequence of bad weather or any other cause, she will be charged the rate for the distance towed.

4.—Any vessel towed from one *intermediate* point to another shall be charged for the distance at the same rates as if towed the same number of miles from the city, excepting for service in the Harbor, and excepting as provided in Rule No. 8.

5.—Service in the Harbor of Philadelphia from Frankford Creek to Gray's Ferry Bridge shall be paid for according to special agreement to be made at the time the service is ordered.

6.—Vessels ashore or in distress, or not in regular tow, or requiring the service of the Ice Boats from any other cause, or vessels not being in readiness at the hour fixed, will be charged according to the service performed, such an amount as may be determined by the Director of the Department of Public Works.

7.—Vessels using the Ice Boats' Hawser shall pay five per cent. in addition to the amount of their towage.

8.—No less rate than *to or from Chester* will be charged for the service of the Ice Boats beyond the Harbor limits.

9.—It must be understood that a contract with the Ice Boats for towage will not include the *docking* of vessels.

PHILADELPHIA, *November 23, 1888.*

STEAM TUGS IN SERVICE AT THE PORT OF PHILADELPHIA.

	DATE BUILT.	LENGTH.	BREADTH.	DEPTH.	ENGINES.	STEAM.	OWNER OR AGENTS.
Active,	1891	69.	17.	7.6	17x17	125	James Smith.
Alert,	1890	67.6	17.5	8.1	17x17	110	F. W. Munn.
Altoona,	1875	77.2	16.1	9.1	22x18	100	P. R. R. Co.
American,	1896	47.	12.4	6.	12x12	125	American Dredging Co.
Arctic,	1882	53.	15.	6.7	14x14	90	C. L. Walker.
Ash, C. G.,	1873	73.3	15.8	6.1	18x18	90	T. J. Cleaver.
Ashbourne,	1895	92.	19.	10.	15x26x22	110	P. & R. R. R. Co.
Atlantic,	1862	70.	17.	6.	18x18	80	P. & R. R. R. Co.
Atlas,	1896	117.6	25.6	14.8	16x32	110	Rupauno Chemical Co.
Augusta,	1894	60.	16.6	7.	14x16	125	Aug. Wall.
Baird, Christiana,	1879	54.6	15.6	6.	14x16	90	David Baird.
Baltic,	1894	73.	16.6	8.	16x16	120	Wm. McAvoy.
Berwind, Harry A.,	1891	55.	16.8	7.	15x15	110	Peter Hagan.
Bradley, John C.,	1881	66.	17.	7.	17x17	85	John Ross.
Brady, Owen,	1891	65.	16.2	7.4	16x16	110	Dennis McDevitt.
Brady, John I.,	1897	73.	16.6	8.	16x16	120	Dennis McDevitt.
Bramell, A. M.,	1892	55.2	15.	6.	14x14	110	S. R. Vaughn.
Bristol	1893	59.	16.	6.6	14x16	80	Paul LeCompt.
Cahill, Winfield S.,	1892	76.	18.	8.	10 and 20	140	H. P. Holt.
Caroline,	1862	79.	15.2	7.2			B. & O. R. R. Co.
Catawissa,	1897	170.	29.	18.	18x28x45.30	160	P. & R. R. R. Co.
Champion,	1860	64.	17.	7.	18x18	90	Peter Hagan.
Churchman, F. A.,	1872	73.1	17.1	7.7	18x18	100	F. A. Churchman.
Cobb, Eunice,	1840	50.6	15.6	6.6	14x14	80	M. P. Howlett.
Columbia,	1896	80.	17.6	10.	12½x25x18	125	F. W. Munn.
Comet,	1870	64.	16.	7.7	18x18	80	Amer. Dredging Co.
Convoy,	1873	89.5	19.	9.2	32x32	40	B. & O. R. R. Co.
Corr, Mary R.,	1882	58.	15.	6.	14x16	78	Fred. R. Dych.
Cramp, William,	1877	69.	17.5	7.5	17x17	80	Wm. E. Bernard.
Crawford, Lizzie,	1882	67.4	17.5	8.	17x17	80	C. L. Walker.
Curtin,	1898	90.	19.	8.6	12 and 24	150	H. P. Holt.
Darlington, Jared,	1894	65.6	17.3	7.6	16x16	125	J. C. Tracy.
Dennis, C. T.,	1882	44.	13.	6.6	12x14	110	Herron Bros.
Deo Volente,	1873	65.6	17.4	7.	18x18	110	National Dredging Co.
Dore, William,	1893	79.4	23.	8.6	22x18	100	Peoples Bros.
Durham, I. W.,	1894	63.	13.6	7.4	14x14	110	James Morgan.
Edith,	1871	60.	13.	6.2	14x14	100	Wm. McAvoy.
Edna,	1892	55.	14.6	5.6	12x12	125	S. S. Carey.
Emily	1871	59.5	13.5	6.4	14x14	80	Rupauno Chemical Co
Esherich, Frank K.,	1890	68.5	16.9	8.5	10x20x18	125	F. W. Munn.
Esther,	1895	52.	14.	5.9	12x12	100	Geo. R. Murray.
Evening Star,	1872	59.	14.9	6.4	15x15	80	Dennis McDevitt.
Fidget,	1882	61.	16.5	6.	16x16	90	J. C. Tracy.
Fleetwing,	1877	47.	13.	4.8	10x10	70	Wm. B. Wills.
Fox, Henry C.,	1873	54.6	13.2	5.7	14x14	70	Jas. McIlvaine.
Gedney, Samuel,	1873	68.3	16.7	7.8	18x18	65	Frank Somers.
Germania,	1892	80.	17.6	8.	13x24x18	100	Augustus Wall.
Gettysburg,	1898	170.	29.	18.	18x28x45.30	165	P. & R. R. Co.
Gladisfen,	1883	92.9	20.	9.8	16x32x24	110	Benj. W. Robinson.
Graham, Lillie M.,	1892	65.	16.6	7.6	16x16	110	A. Ulmer.
Graham, W. W.,	1883	59.	15.	.6.	14x14	99	H. B. Lake.
Gwynedd,	1896	62.	19.	10.	15x26x22	110	P. & R. R. R. Co.

	DATE BUILT.	LENGTH.	BREADTH.	DEPTH.	ENGINES.	STEAM.	OWNER OR AGENTS.
Hagan, John J., . .	1894	50.	13.8	5.11	14x14	85	Peter Hagan & Co.
Hauna, Alexander Y.	1890	62.5	15.9	6.8	15x15	100	J. C. Tracy.
Harbor, ...	1891	65.	16.6	7.6	16x16	110	A. N. Hughes.
Harry, ...	1871	86.5	20.	8.1	20x18	93	Penna. R. R. Co.
Hartley, Edwin D, .	1881	73.5	18.	7.6		. .	David W. Lenox.
Herron, John S., . .	1891	30.	12.	5.	9x12	90	John L. Grim.
Holton, J. S. W., . .	1892	73.	16.6	8.	16x16	125	Jas. McCaulley.
Howlett, M. P., . .	1898	64.	21.	6.	15x15	125	M. P. Howlett.
Hudson, Asher J., .	1891	105.	21.6	11.11	15x30x22	110	Jas McCaulley.
Hudson, Geo P., .	1889	45.8	13.2	5.5	12x12	. .	I. Ellis.
Hughes, Albert N., .	1887	83.3	19.1	8.2	15x26x22	100	A. S. Hughes.
Hughes, Asa W., . .	1889	84.8	19.4	9.	15x26x22	110	" "
Hughes, Atkins, . .	1890	84.8	19.6	9.	15x26x22	110	" "
Hunt, M. W., . . .	1888	63.5	15.6	6.5	15x15	110	S. R. Boyer.
Ice Boat No. 1, . . .	1837	185.	60.3	11.	2-40″x7 ft.	60	Director Pub. Works.
" " 2, . . .	1868	206.	67.	12.	2-45″x8 ft.	60	" "
" " 3, . . .	1873	210.	72.	15.	2-50″x9 ft.	60	" "
Imperator, ...	1886	96.	20.	9.	16x32x22	100	Atlantic Refining Co.
International, . . .	1890	140.	26.	16.2	16x24x41x30	160	P. & R. R. R. Co.
Isabel, ...	1891	50.7	15.3	5.6	12x12	125	John L. Grim.
Ivanhoe, ...	1883	85.3	19.	9.4	16x30x24	85	Jas. McCaulley.
James, Frederick, . .	1883	85.3	19.8	8.6	20x22	100	P. & R. R. R.
Jamesburg, ...	1883	82.	18.2	8.8	24x24	90	Penna. R. R. Co.
Juno, ...	1878	85.	18.1	9.3	15x26x20	100	Peter Wright & Sons.
Kensington, ...	1882	62.6	15.6	6.6	15x15	100	T. R. Hand.
Keystone, ...	1861	54.6	13.8	5.7	15x15	90	McBride Bros.
Killam, Chas,, . . .	1891	50.	13.6	6.	12x12	125	Wm. McAvoy.
King, Sam'l G., . .	1881	80.	17.2	7.	17x17	80	Director Pub. Works.
Kirkland, Robert R.,	1871	86.3	18.8	7.8		. .	National Dredging Co.
Lamson, J. F., . . .	1895	47.6	14.	5.3	12x12	70	Saml. S. Davis.
Laura, ...	1869	52.	13.4	5.4	14x14	100	Benj. Hill.
Laura B., ...	1883	85.3	19.8	8.6	20x22	100	P. & R. R. R.
Leader, ...	1882	54.4	14.5	6.2	14x14	80	Sam'l R. Vaughn.
Lightning, ...	1874	74.6	16.5	8.	18x18	75	Amer. Dredging Co.
Lincoln, Josephine, .	1875	46.8	10.5	5.6	12x16	110	W. E. Bernard.
Lookout, ...	1862	51.1	13.6	5.8	18x18	90	Wm. P. Clyde & Co.
Louise, Mary, . . .	1864	64.3	16.	6.	18x18	80	Lewis Boyer.
McAvoy, Ellen, . .	1883	56.4	15.	6.	14x14	90	John Malone.
McAvoy, William, .	1893	56.	14.5	6.6	14x16	75	William McAvoy.
McCaulley, James, .	1887	82.7	19.6	9.4	15x28x22	110	Jas. McCaulley.
McCaulley, S. A., .	1885	81.7	19.	8.7	20x22	100	Jas. McCaulley.
Madeira, ...	1892	65.	16.6	7.6	16x16	110	James Smith.
Majestic, ...	1890	78.	18.4	7.6	17x17	125	Daniel Molyneaux.
Mars, ...	1890	117.2	23.	15.7	22x40x28	115	Bartlett & Shepherd.
Martha, ...	1879	43.5	11.	3.9	10x12	100	Chas. Warner & Co.
Mascot, ...	1890	62.5	15.9	6.8	15x15	110	H. P. Holt.
Mascotte, ...	1872	50.5	13.6	59.	14x14	80	A. Wall.
Maurice	1892	63.	15.2	6.8	14x14	140	L. B. Shaw.
Mehrer, John E., . .	1894	85.	19.6	9.	17x20	140	H. P. Holt.
Meteor	1881	92.5	18.6	8.5	16x32x28	100	Chas. Warner & Co.
Minerva, ...	1886	57.	15.	6.	16x16	100	J. W. Paxson & Co.
Minnie, ...	1869	48.9	13.	5.6	14x14	75	John McKeefery.
Mott, General G., .	1881	75.	17.	8.	16x20	110	Wm. Boole.
Munn, Frank W., .	1889	84.	19.5	9.6	13x26x20	120	F. W. Munn.
Nellie, ...	1894	55.7	16.	7.	14x16	80	Paul LeCompt.
New Castle, ...	1874	80.	11.	7.7	20x20	80	Peter Wright & Sons.

	DATE BUILT.	LENGTH.	BREADTH.	DEPTH.	ENGINES.	STEAM.	OWNER OR AGENTS.
Nonpareil, ...	1887	75.	18.1	7.1	13x24x18	121	Atlantic Refining Co.
North America, . .	1876	130.	28.2	14.	40x42	75	Ins. Co. of N. A.
Patterson, J. D., . .	1894	52.	11.	6.6	9x12	125	Phila. Trans. Light. Co.
Patton, John, . . .	1896	54.4	15.5	7.	15x15	150	Lewis F. Boyer.
Pennsauken, . . .	1894	40.	13.6	4.6		. .	S. Davis.
Penrose, Senator, . .	1897	50.	11.	3.	10x10	120	Peter Hagan & Co.
Philadelphia, . . .	1887	60.	16.	7.	14x14	110	Jas. Smith.
Philadelphia, Steam Pilot Boat, ...	1898	147.	26.	15.6	20x40x28	125	The Pilots Asso. for the Bay & River Delaware
Pidgeon, Frank, Jr.,	1880	51.5	14.6	9.5	14x14	80	Stephen Abdell.
Pilot, ...	1891	89.2	20.8	10.2	15x30x24	130	C. L. Walker.
Pilot Boy, ...	1895	52.	14.	5.9	12x12	100	Geo. Murray.
Pioneer, ...	1891	89.2	20.8	10.2	15x30x24	130	A. N. Hughes.
Powell, Amanda, . .	1873	65.5	15.6	6.4	16x16	60	Wilm. & Nor. R.R.Co.
Protector, ...	1882	92.9	20.	9.8	16x32	125	Wm. W. Bowker.
Pulaski, ...	1889	50.	11.10	4.10	10x12	107	Peter Hagan & Co.
Quaker City	1862	68.8	16.9	7.5	20x20	90	Peter Wright & Sons.
Rambler, ...	1883	40.	12.9	5.5	12x12	90	C. W. Brink.
Rebecca, ...	1874	67.	14.	6.7	16x16	90	Phila. Trans. & Ltg. Co
Reese, John, ...	1894	74.	17.	7.6	16x16	125	Wm. G. Reynolds.
Rescue, ...	1886	79.2	19.	9.	13x24x18	110	Jas. McCaulley.
Reynolds, Gard. B.	1891	62.5	15.9	6.8	15x15	110	John E. Lingo.
.	1862	68.8	16.9	7.5	20x20	90	Peter Wright & Sons.
Schaubel, Harry, Jr.,	1886	57.	14.	6.6	12x14	120	Sam'l Davis.
Schuyler, S.W. No. 2	1863	53.	12.1	7.		. .	Lewis F. Boyer.
Sea King, ...	1891	96.	20.6	10.	16x30x24	120	F. W. Munn.
Sewell, Wm. J., . .	1893	70.8	17.6	9.6		. .	Wm. G. Reynolds.
Smith, Geo. W., . .	1882	56.5	16.	6.4	16x18	. .	Wilm & North'n R R Co
Startle, ...	1883	68.	17.5	8.4	17x17	80	A. N. Hughes.
Stokley, Wm. S., .	1875	100.	18.	12.	26x30	50	Director Pub. Safety.
Stuart, Edwin S., . .	1893	110.	23.7	10.9	14x28	200	Director Pub. Safety.
Swatara, ...	1898	170.	29.	18.	18x28x45.30	165	P. & R. R. R. Co.
Tamaqua, ...	1896	170.	29.	18.	18x28x45.30	160	P. & R. R. R. Co.
Transit, ...	1884	91.	20.	8.4	17x30x24	80	P. & R. R. R. Co.
Valley Forge, . . .	1898	170.	29.	18.	18x28x45.30	165	P. & R. R. R. Co.
Varuna	1864	81.	18.	8.4	22x22	80	P. R. R. Co.
Visitor, ...	1883	65.	15.	8.	16x16	75	Director Pub. Safety.
Voigt, Katie, ...	1883	50.	13.	5.5	10x12	100	John Rickard.
Wall, Harry M., . .	1891	70.	16.6	8.	16x16	125	Aug. Wall.
Walker, Mary J., .	1891	73.	18.	9.	17x17	110	C. L. Walker.
Wear, John, ...	1882	75.	17.	8.	16x20	110	Wm. G. Reynolds.
White, May T., . .	1880	61.	15.8	7.8	16x18	80	Amer. Dredging Co.
White Rose, ...	1892	70.	19.3	8.	18x20	122	Atlantic Ref. Co.
Willie, ...	1896	47.6	14.	5.3	12x12	120	Wm. E. Bernard.
Wister, Gen'l I. J., .	1886	80.	18.	8.	17	85	T. J. Cleaver.
Worrall, Granville, .	1868	65.5	15.5	5.8	18	75	H. H. Brady & Co.

COMMERCIAL AND TRADE ORGANIZATIONS OF PHILADELPHIA.

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Main Floor, Philadelphia Bourse.

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PHILADELPHIA BOARD OF TRADE.

No. 248 Bourse Building.

FREDERICK FRALEY, *President.* WM. R. TUCKER. *Secretary.*

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Main Floor, Philadelphia Bourse.

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Office of Secretary, Main Floor, Bourse.

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PUBLIC OFFICES IN PHILADELPHIA.

UNITED STATES CUSTOM HOUSE.

Chestnut Street, below Fifth Street.

C. WESLEY THOMAS, *Collector.* F. J. CRILLY, *Special Deputy Collector.*

POST OFFICE.

Ninth and Chestnut Streets.

THOS. L. HICKS, *Postmaster.* C. W. ZIEBER, *Assistant Postmaster.*

UNITED STATES ENGINEERS.

815 Witherspoon Building.

LIEUT. COL. C. W. RAYMOND, U. S. A., *Officer in Charge.*

UNITED STATES LIGHTHOUSE ESTABLISHMENT.

Rooms 20 and 30, Fourth Floor, Post Office Building.

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LIEUT. COL. WM. A. JONES, U. S. A., *Engineer 4th District.*

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No. 410 Chestnut Street.

H. W. AUSTIN, M. D., *Surgeon in Charge.* CLAUDE H. LAVENDER, M. D., *Assistant.*
R. M. WOODWARD, M. D., *Medical Officer in Command Reedy Island Quarantine.*
WM. C. HOBDY, M. D., *Assistant Medical Officer Reedy Island Quarantine.*
GEO. B. YOUNG, M. D., *Medical Officer in Command Delaware Breakwater Quarantine.*

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Rooms A and B, South Gallery, Bourse Building.

ENSIGN B. B. McCORMICK, U. S. N., *Officer in Charge.*

UNITED STATES NAVY YARD.

League Island.

REAR-ADMIRAL SILAS CASEY, U. S. N., *Commandant.* W. C. BESSELIEVRE, *Commandant's Secretary.*

UNITED STATES NAVY PAY OFFICE.

Room 21, Post Office Building.

GEO. A. LYON, U. S. N., *Purchasing and Disbursing Paymaster.*

UNITED STATES COMMISSIONER OF IMMIGRATION.

Room 4, No. 1224 Chestnut Street.

JOHN J. S. RODGERS, *Commissioner.*

UNITED STATES SHIPPING COMMISSIONER.

No. 500 South Delaware Avenue.

JAMES J. KING, *Commissioner.*

UNITED STATES WEATHER BUREAU.

Fourth Floor, Post Office Building.

L. M. DEY, *Local Forecast Official.*

INTERNAL REVENUE.

Room 22, Second Floor, Post Office Building.

PENROSE A. McCLAIN, *Collector.* WM. J. MILLIGAN, *Chief Deputy.*

UNITED STATES MINT.

Chestnut and Juniper Streets.

HENRY K. BOYER, *Superintendent.* GEORGE R. SNOWDEN, *Chief Clerk.*

UNITED STATES SUB-TREASURY.

Custom House, Chestnut, below Fifth Street.

JOHN F. FINNEY, *Assistant Treasurer.* BARNET EARLEY, *Chief Clerk and Cashier.*

UNITED STATES NAVAL HOME.

Gray's Ferry Road.

CAPTAIN J. H. SANDS, U .S. N., *Governor.*

COMMANDER H. N. MANNEY, U. S. N., *Executive Officer.*

UNITED STATES NAVAL HOSPITAL.

Gray's Ferry Road.

GEORGE H. COOKE, U. S. N., *Medical Director.*

HARBOR MASTER OF PHILADELPHIA.

Southeast Corner Walnut and Dock Streets.

JOSEPH H. KLEMMER, *Harbor Master.* W. G. RUTHERFORD, *Chief Deputy.*

STATE QUARANTINE BOARD.

264-266 Bullitt Building.

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J. M. B. WARD, M. D., *Deputy Quarantine Physician,* } *Quarantine Station,*
LOUIS T. KENNEDY, M. D., *Deputy Quarantine Physician,* } *Marcus Hook.*

QUARANTINE OFFICE.

No. 264-265 Bullitt Building.

CHAS. H. HEUSTIS, *Health Officer.*

OFFICE HOURS:—9 A. M. to 5 P. M. Sundays and Holidays excepted.

Health Certificate to be presented (or, when State Quarantine Service is suspended, affidavit to be made) within twenty-four hours after vessel's arrival at port of entry. Fees to be paid at same time, and a receipt or health ticket to be furnished thereupon by the officer in charge.

FEES.

Any Steam Vessel arriving from a foreign port,	$10 00
" Sailing " " " " "	5 00
" Coasting Vessel, Sail or Steam, arriving from a port South of St. Mary River,	2 50

Section 6 of the Act approved June 5, 1893, provides that no fee shall be collected from vessels other than above specified.

FOREIGN CONSULS AT PHILADELPHIA.

ARGENTINE REPUBLIC—WM. P. WILSON, No. 233 S. Fourth Street.
AUSTRIA-HUNGARY—ALFRED J. OSTHEIMER, Consul, No. 900 Chestnut Street; GEO. DE GRIVICIC, Attaché, No. 128 Walnut Street.
BELGIUM—C. W. BERGNER, Consul; PAUL WIBAUX, Chancellor, No. 424 Walnut Street.
BOLIVIA—WILFRED H. SCHOFF, No. 233 S. Fourth Street.
BRAZIL—A. M. ALVARENGA, No. 209 S. Third Street.
CHILI—WM. P. WILSON, No. 233 S. Fourth Street.
COREA—DR. R. H. DAVIS, No. 254 S. Fourth Street.
COSTA RICA—GUSTAVO NIEDERLEIN, 233 S. Fourth Street.
DENMARK—J. N. WALLEM, Vice-Consul, No. 122 S. Second Street.
ECUADOR—ROBT. VON MOSCHZISKER, Cancillier, No. 532 Walnut Street.
FRANCE—EDOUARD A. PESOLI, Consul; M. DE SAINT-LAURANT, Vice-Consul, No. 524 Walnut Street.
GERMAN EMPIRE—C. B. MARHEINECKE, No. 532 Walnut Street.
GREAT BRITAIN—WILFRED POWELL, Consul; C. CLIPPERTON, Vice-Consul, No. 219 S. Sixth Street.
GREECE—S. EDWIN MEGARGEE, No. 502 Walnut Street.
GUATAMALA—CHARLES C. SHERF, No. 306 Chestnut Street.
HAWAII—DR. R. H. DAVIS, No. 254 S. Fourth Street.
HONDURAS—ROBERT J. WINSMORE, 109 Walnut Street.
ITALY—COUNT ANGIOLO DALL'ASTE BRANDOLINI, 259 S. Fourth Street.
JAPAN—ALFRED J. OSTHEIMER, Consul, No. 900 Chestnut Street.
LIBERIA—THOMAS J. HUNT, Consul, No. 623 Walnut Street; DR. ROBERT C. MOON, Vice-Consul, 618 Witherspoon Building.
MEXICO—ERNESTO SUBIKURSKI, No. 430 Spruce Street.
NETHERLANDS—ARNOLD KATZ, Vice-Consul, No. 128 Walnut Street.
NICARAGUA—ROBERT J. WINSMORE, 109 Walnut Street.
NORWAY—J. N. WALLEM, Vice-Consul, No. 122 S. Second Street.
PERU—WILFRED H. SCHOFF, No. 233 S. Fourth Street.
PORTUGAL—JOHN MASON, JR., No. 319 Walnut Street.
RUSSIA—WM. R. TUCKER, Vice-Consul, No. 248 Bourse Building.
SPAIN—Apply to French Consul.
ST. DOMINGO—THOMAS B. WANAMAKER, Thirteenth and Market Streets.
SAN SALVADOR—ROBERT J. WINSMORE, No. 109 Walnut Street.
SWEDEN—J. N. WALLEM, Vice-Consul, No. 122 S. Second Street.
SWITZERLAND—RUDOLPH KORADI, Consul, No. 314 York Avenue; WERNER ITSCHNER, Vice-Consul, No. 712 Market Street.
URUGUAY—EDUARDO FORNIAS, No. 1229 Spruce Street.

DAY AND NIGHT DISTINGUISHING SIGNALS OF STEAMSHIP AND TOW BOAT LINES RUNNING TO PHILADELPHIA.

LINES.	HOUSE FLAG.	FUNNEL MARKS.	NIGHT SIGNALS.
Allan Line.	Blue, White and Red.	Red, with Black Top and White Band.	Three Blue lights displayed in form of a Triangle.
American Line. International Navigation Company.	White, with Blue Eagle.	Black, with White Band.	Blue light forward and aft and a Red light on the bridge simultaneously.
Atlantic Transport Line.	Blue, with White Stars.	Red, with Black Top.	Green, White, Red, Green, White, Red.
Boston and Philadelphia S. S. Line.	White with Red ball in centre.	Black.	Two Red lights followed by Green and rocket of interval of 5 minutes.
Boston Towboat Company.	Red, with a White T.	Black, with a White T.	Red, Blue, White.
Clyde Line.	White, with blue border and Red C in centre.	Black.	Red Coston light. Distress, White, Red, White.
Cosmopolitan Line	Red, with White Disk in centre with Red C. L.	Red, with Black Band at top and on Red is placed a White Disk with C. L. in centre.	Red, White and Blue, followed by two Red Stars.
Earn-Line.	White Burgee, with large Blue E.	Black, with White Band and Blue E.	Red, Green, Red followed by Red Star.
Hamburg-American Packet Line.	Blue and White with anchor and letters H. A. P. A. G.	Black.	Two Red, White, Blue lights in quick succession at stern.
Keystone Line.		Black, with White Circle, with Blue Keystone in circle and letter R on Keystone.	
Philadelphia Trans-Atlantic Line.	Red and Blue, with White Clover Leaf, with Red P. T. L.	Red, with Black Top.	White light forward, Green amidship, and White aft, burning simultaneously, followed by a Red light, denoting "All's well"
Quaker City Fruit Company.	White, with Blue Q.	Buff, with Black Top.	Blue, Red, Green.
Red Star Line. International Navigation Company.	White, with Red Star.	Black, with White Band.	Three Red lights forward, aft and amidship burning simultaneously.
Red Star Tugs.	White, with Red Star in centre.	Yellow, with Red Star.	Blue, followed by Red Star.
Standard Oil Company.	Red, with White S.	Black, with White S.	Green, Red, Green followed by Red Ball.
West India Fruit Company.	White, with Blue Border, with Red Diamond in centre, with White W. on the Red Diamond.	No Special Mark.	Red, Green, followed by Red Star.

NOTE.—The "*Answering Signal*" at night, of the Reporting Stations of The Philadelphia Maritime Exchange is a "*White Light.*"

APPENDIX A.

Delaware River Improvement.

Appropriation under the River and Harbor Act, Approved March 3, 1899.

Improving Delaware River from Trenton to its mouth, Pennsylvania and New Jersey: Continuing improvement, three hundred thousand dollars, of which the Secretary of War may use so much as may, in his opinion, be required between Trenton and Christian Street in Philadelphia, and the balance shall be available for obtaining a channel six hundred feet wide and thirty feet deep from said Christian Street to deep water in Delaware Bay, in accordance with the report printed in House Document Number Two hundred and nineteen, Fifty-fifth Congress, second session, or such modified project as shall hereafter be recommended by a board of engineers and approved by the Secretary of War: *Provided*, That the total cost of the work shall not be increased thereby: *And provided further*, That the Secretary of War may enter into contract or contracts for such materials and work as may be required for prosecuting such improvement, not to exceed in the aggregate five hundred thousand dollars, to be paid for as appropriations may from time to time be made by law. The Secretary of War is hereby authorized to appoint a board of three engineers to make a further examination of the project and report such modifications of the same as may be deemed desirable, with an estimate of the cost, the expense of such examination to be paid from the appropriation herein made.

APPENDIX B.

Removal of Wrecks from Navigable Waters.

Extract from River and Harbor Act, 3 March, 1899.

SEC. 19. That whenever the navigation of any river, lake, harbor, sound, bay, canal, or other navigable waters of the United States shall be obstructed or endangered by any sunken vessel, boat, water craft, raft, or other similar obstruction, and such obstruction has existed for a longer period than thirty days, or whenever the abandonment of such obstruction

can be legally established in a less space of time, the sunken vessel, boat, water craft, raft, or other obstruction shall be subject to be broken up, removed, sold, or otherwise disposed of by the Secretary of War at his discretion, without liability for any damage to the owners of the same: *Provided*, That in his discretion, the Secretary of War may cause reasonable notice of such obstruction of not less than thirty days, unless the legal abandonment of the obstruction can be established in a less time, to be given by publication, addressed "To whom it may concern," in a newspaper published nearest to the locality of the obstruction, requiring the removal thereof: *And provided also*, That the Secretary of War may, in his discretion, at or after the time of giving such notice, cause sealed proposals to be solicited by public advertisement, giving reasonable notice of not less than ten days, for the removal of such obstruction as soon as possible after the expiration of the above specified thirty days' notice, in case it has not in the meantime been so removed, these proposals and contracts, at his discretion, to be conditioned that such vessel, boat, water craft, raft, or other obstruction, and all cargo and property contained therein, shall become the property of the contractor, and the contract shall be awarded to the bidder making the proposition most advantageous to the United States: *Provided*, That such bidder shall give satisfactory security to execute the work: *Provided further*, That any money received from the sale of any such wreck, or from any contractor for the removal of wrecks, under this paragraph shall be covered into the Treasury of the United States.

SEC. 20. That under emergency, in the case of any vessel, boat, water craft, or raft, or other similar obstruction, sinking or grounding, or being unnecessarily delayed in any Government canal or lock, or in any navigable waters mentioned in section nineteen, in such manner as to stop, seriously interfere with, or specially endanger navigation, in the opinion of the Secretary of War, or any agent of the United States to whom the Secretary may delegate proper authority, the Secretary of War or any such agent shall have the right to take immediate possession of such boat, vessel, or other water craft, or raft, so far as to remove or to destroy it and to clear immediately the canal, lock, or navigable waters aforesaid of the obstruction thereby caused, using his best judgment to prevent any unnecessary injury; and no one shall interfere with or prevent such removal or destruction: *Provided*, That the officer or agent charged with the removal or destruction of an obstruction under this section may in his discretion give notice in writing to the owners of any such obstruction requiring them to remove it: *And provided further*, That the expense of removing any such obstruction as aforesaid shall be a charge against such craft and cargo; and if the owners thereof fail or refuse to reimburse the United States for such expense within

thirty days after notification, then the officer or agent aforesaid may sell the craft or cargo, or any part thereof that may not have been destroyed in removal, and the proceeds of such sale shall be covered into the Treasury of the United States.

Such sum of money as may be necessary to execute this section and the preceding section of this Act is hereby appropriated out of any money in the Treasury not otherwise appropriated, to be paid out on the requisition of the Secretary of War.

That all laws or parts of laws inconsistent with the foregoing sections ten to twenty, inclusive, of this Act are hereby repealed: *Provided*, That no action begun, or right of action accrued, prior to the passage of this Act shall be effected by this repeal.

APPENDIX C.

Sub-Marine Mines in Delaware River.

THE PHILADELPHIA MARITIME EXCHANGE.

IMPORTANT NOTICE.

Printed for the information of Masters of Vessels and others interested in the Commerce and Navigation of the Port of Philadelphia and the Bay and River Delaware.

UNITED STATES ENGINEER OFFICE.

PHILADELPHIA, PA., April 23, 1898.

MR. E. R. SHARWOOD,
Secretary, Maritime Exchange, Philadelphia, Pa.

Sir:—You are hereby informed that I commenced the establishment of sub-marine mines this morning in the channels of the Delaware River in the vicinity of the defenses at and near Fort Delaware, under the orders of the Secretary of War.

Patrol boats will be stationed above and below the mine-fields. To insure safety, passing vessels must strictly obey the instructions of the men in charge of these boats.

Full regulations will be issued as soon as approved by the Secretary of War, and a copy will be sent you.

Respectfully yours,

C. W. RAYMOND,
Major, Corps of Engineers.

Regulations for the Navigation of the Delaware River in Time of War.

Revised 27th April, 1898.

Sub-marine mines having been placed in position in connection with the defenses of the Delaware River, the following regulations for the safe navigation of the river by friendly vessels, and for the protection of the defenses, are hereby established by authority of the Secretary of War:

1. No vessels will be allowed to pass through the channel on either side of Fort Delaware during the hours of darkness. Vessels will be permitted to pass during daylight between 4 A. M. and 8 P. M. During the interval of darkness vessels must not approach within three miles of the fort.

2. Patrol boats will be stationed above and below the defenses. These boats are authorized to stop vessels to inquire into their character, or to instruct them how pass through the mine-fields. The orders of the patrol boats must be strictly obeyed.

3. Sailing vessels, and all small vessels drawing three feet or less, can pass safely through any part of the channels during the day time.

4. Steam vessels must pass at slow speed through a special channel which will be marked by buoys.

5. No vessel will be allowed to anchor within three miles of the fort without special authority.

6. Vessels are warned that, if they disregard these regulations, they will expose themselves to serious damage, and will be liable to be fired on by the batteries.

PHILADELPHIA, 27th April, 1898.

LIST OF MEMBERS

The Philadelphia Maritime Exchange.

1899.

A

No. of Cert.	Name.	Firm.	Business.	Address.
758	ADAMS, SAMUEL D.	with O. G. Hempstead & Son	Steamship Agents & Custom House Brokers	425 Chestnut st.
20	ADMIRALTY SURVEYORS, Board of		Surveyors	216½ Walnut st.
519	ALI, GEO. D.	Agent, Philip Ruprecht	Petroleum and Steamship Agent	328 Chestnut st.
486	ALLAN, H. & A.	"Allan Line."	Steamship Agents	421 Chestnut st.
778	ALLOWAY, C. H.	with Belsena Coal Mining Co.	Coal	611 Fidelity Mutual Life Building.
783	ALTHOUSE, WILSON D.		Coal Miner & Shipper	715 Reading Terminal Building.
408	AMERICAN DREDGING CO.		Dredging	234 Walnut st.
296	ATLANTIC REFINING CO.		Petroleum	328 Chestnut st.
790	ATLANTIC TRANSPORT CO., THE		Steamship Agents & Brokers	511 Bourse Building.

B

515	BAILEY, E. H. & CO.		Custom House Brokers	406 Sansom st.
25	BAILEY, JOHN T., & CO.		Cordage	Tasker and Water Sts.
460	BAIRD, JOHN, & SONS		Marble	214 S. 24th st.
240	BAIZLEY, JOHN		Machinist	510 S. Delaware ave.
603	BALL, JOSEPH A.	Spreckels' Sugar Refining Company	Sugar Refinery	Stock Exchange Place
326	BALTIMORE & OHIO R.R. CO.			Baltimore, Md.
304	BALTIMORE & PHILADELPHIA STEAMBOAT CO.	"Ericsson Line"		Pier 3 S. Wharves.
149	BANK OF NORTH AMERICA			305 Chestnut st.
518	BARKER & McCALL		Insurance & Steamship Brokers	209 South Third st.
601	BARRATT, WM. C.	with Earn-Line S. S. Co.		452–8 Bullitt Building.
604	BARRETT, L. D.		Surveyor "American Record"	216½ Walnut st.
754	BARRETT MANUFACTURING CO.		Coal Tar Distillers, etc.	1205 Land Title Bld'g.

No. of Cert.	Name.	Firm.	Business.	Address.
760	BARTOL, GEORGE E.		Merchant	258 Bourse Building.
426	BAUGH & SONS COMPANY.		Fertilizers	20 S. Delaware ave.
776	BAYMORE, JOSEPH.	David Baird	Spar-makers	Camden, N. J.
614	BECK, JACOB B.		Waterman	518 Penn st.
682	BELL TELEPHONE CO. OF PHILA., THE			Eleventh and Filbert streets.
503	BERNARD, WM. E	Uhler Transportation Line.		Pier 76, N. Wharves.
792	BERNER, A. E.	Agent C. B. Richard & Co., New York	Steamship Agents & Brokers	401-2 Bourse Bldg.
363	BERWIND—WHITE COAL MINING CO.		Coal	305 Betz Bldg.
C	BETHLEHEM IRON CO., THE.		Steel Manufacturers.	421 Chestnut st.
454	BIDDLE, THOS. A., & CO.		Bankers	326 Walnut St.
308	BIDDLE & WARD.		Lawyers	505 Chestnut st.
561 755 781	BLACKBURN, S. P., & CO.		Ship Supplies	129 S. Second st.
732	BOARD OF UNDERWRITERS OF N. Y.	Jas. P. Kimmey, Agent and Marine Surveyor.		1 Merchants Exchange
31	BONEY, MORRIS.		Stevedore	208 Walnut st.
806	BOOLE, WILLIAM T.		Towing	216 Walnut st.
532	BOSTON & PHILA. S. S. CO.	Geo. C. Eckhardt, Agent.		338 S. Delaware av.
688	BOWKER, WILLIAM W.		Towing	210 Walnut st.
786	BOYER, SAMUEL R.		Towing	228 Dock st.
799	BOYT, JOHN T.		Consulting Engineer.	302 Walnut st.
798	BRADLEE & CO.		Chain Works	Beach and Otis sts.
506	BRADY, JOHN I.	Easton and McMahon Transportation Co.		18 S. Delaware av.
584	BROCKIE & WELSH.		Insurance & Commission	S. E. Cor. Fourth and Walnut sts.
34	BROWN BROS. & CO.		Bankers	S. E. Cor. Fourth and Chestnut sts.
450	BUCHEY, J. J., & CO.		Custom House Brokers	421 Chestnut st.
769	BURBAGE, D. W., & CO.		Reporting and Ordering Agents	Lewes, Del.
585	BURNHAM, WILLIAMS & CO.	Baldwin Locomotive Works.		500 N. Broad st.

C

734	CARNEGIE STEEL CO., LTD.		Steel Manufacturers.	502 Harrison Bld'g.
773	CASTNER, CURRAN & BULLITT		Coal	328 Chestnut st.
41	CATHRALL, EUGENE H.		Wood, lumber, ballast & wharfinger	5 Walnut st.
43	CENTRAL NATIONAL BANK.			109 S. Fourth st.
536	CHANDLER, FRANK M.	Agt. Cramps' Ship Yard.		555 Bourse Bldg.
45	CHURCHMAN, F. A.		Towing	115 Walnut st.
456	CLARK, E. W., & CO.		Bankers	160 Bullitt Building.
630	CLARK, HARRY F.	with Mather & Co	Insurance	231 Walnut st.
514	CLEARFIELD BITUMINOUS COAL CORPORATION.		Coal	416-21 Stephen Girard Building.

NOTE.—*C* signifies Contributing Member.

No. of Cert.	Name.	Firm.	Business.	Address.
47 317	CLYDE, WM. P., & CO.....	"Clyde Lines".....		12 S. Delaware av.
710	COALDALE MINING CO. OF PENNA., THE.....		Coal.....	717 Reading Terminal Building.
285	COMMERCIAL LIST PUBLISHING CO.....		Publishers.....	241 Dock st.
368	CONTINENTAL BREWING CO.....			Twenty-first street and Washington av.
636	COOPER, EDWARD P.....	with Atlantic Refining Co.	Petroleum.....	328 Chestnut st.
789	CORCORAN, JOHN, & SON.....		Stevedores.....	324 Spruce st.
52	CORN EXCHANGE NATIONAL BANK.....			N. E. Cor. Second and Chestnut sts.
357	CRAIG, JOHN F., & CO.....		Sugar Brokers	143 S. Front st.
549	CRAMP, CHARLES H.....	The Wm. Cramp & Sons S. & E. B. Co.....	Ship Builders.....	Beach and Ball sts.
534	CRAMP, EDWIN S.....	The Wm. Cramp & Sons S. & E. B. Co.....	Ship Builders.....	Beach and Ball sts.
535	CRAMP, HENRY W.....	The Wm. Cramp & Sons S. & E. B. Co.....	Ship Builders.....	Beach and Ball sts.
366 693	CRAMP, WM., & SONS, SHIP & ENGINE BUILDING CO.....		Ship Builders.....	Beach and Ball sts.
541	CREW LEVICK CO.....		Petroleum.....	113 Arch st.
539	CROW, ALEXANDER, JR.....		Carpet Manufacturer.	22d and Callowhill sts.
510	CROWELL, CALVIN S., & CO..		Fruit Importers.....	124 N. Delaware ave.

D

367	DANDO PRINTING & PUBLISHING COMPANY.....		Printers and Publishers.....	34 S. Third st.
599	DANIELS, SAMUEL S.....	Commercial List Publishing Company.....	Publishers.	241 Dock st.
61	DARRAH & ELWELL.....		Ship Supplies.....	512 S. Delaware ave.
609	DAVIS, CHARLES E., JR.....	Manager, Red Star Tugs.	Towing.....	305 Walnut st.
62	DAVIS, CHARLES W.....		Stevedore.....	Old Navy Yard.
673	DAVIS COAL & COKE CO.....		Coal & Coke.....	1002 Harrison Bldg.
558	DELAWARE INSURANCE CO. OF PHILADELPHIA....		Fire and Marine.....	S. E. Cor. Third and Walnut sts.
620	DIALOGUE, JOHN H., & SON.....		Ship Builders.....	Kaighn's Point, Camden, N. J.
337	DISSTON, HENRY, & SONS....		Saw Manufacturers...	P. O. Box 1537, Phila.
431	DOUGHERTY, JOHN.....		Stevedore	30 Christian st.
70	DREXEL & CO.....		Bankers	Chestnut and Fifth sts.

E

423	EARN-LINE STEAMSHIP COMPANY.....			452-8 Bullitt Bldg.
314	EARNSHAW, GEO. E.....	Earn-Line Steamship Company		452-8 Bullitt Bldg.
76	ELLISON, J. B., & SONS.....		Cloth Importers.....	24 S. Sixth st.
77	ERIE & WESTERN TRANSPORTATION COMPANY.....			26 S. Fifteenth st.

F

No. of Cert.	Name.	Firm.	Business.	Address.
78	FARMERS' & MECHANICS' NATIONAL BANK			427 Chestnut st.
80	FERGUSSON BROS.		Chemical Importers.	109 Chestnut st.
C	FIDELITY INS. TRUST AND SAFE DEPOSIT CO., THE			329-331 Chestnut st.
82	FIRST NATIONAL BANK			315 Chestnut st.
402	FOURTH STREET NATIONAL BANK			Bullitt Building.
482	FRANKLIN SUGAR REFINING COMPANY		Sugar Refinery	Stock Exchange Place.
658	FRAZIER, GEO. H.	Franklin Sugar Refining Company	Sugar Refinery	Stock Exchange Place.

G

662	GABRIEL, JOSEPH	with Philip Ruprecht	Petroleum and Steamship Agent	328 Chestnut st.
622	GARVIN, ARCHIBALD	with M. P. Howlett	Stevedore	220 Walnut st.
418	GENERAL MARINE INSURANCE CO., OF DRESDEN		Insurance	224 Walnut st.
13	GILL & FISHER, LIMITED		Grain Exporters	272 Bullitt Building.
89	GIRARD NATIONAL BANK			116 S. Third st.
90	GIRARD POINT STORAGE COMPANY		Grain Elevators & Storage	522 Bourse Building.
762	GOLDNER, HENRY, & SON		Machinists	Tasker st. Wharf.
522	GRACE, JOHN, & SON		Stevedores	210 Walnut st.
802	GRISCOM, RODMAN E.	Manager International Navigation Company.		307 Walnut st.
93	GUARANTEE TRUST AND SAFE DEPOSIT CO.		Banking	320 Chestnut st.

H

616	HAENN, GEORGE J.		Lumber, etc.	Point Breeze Oil Docks.
548	HAGAN, PETER		Towing and Transportation	218 Walnut st.
721	HAGAR, W. F.	W. F. Hagar & Co.	Ship and Freight Broker.	421 Chestnut st.
358	HAGAR, W. F., & CO.		Ship and Freight Brokers.	421 Chestnut st.
801	HAMEL, JOHN B., JR., & CO.,		Ship Brokers	212 S. Third st.
578	HAMPTON, J. W., JR., & CO.		Custom House Brokers	420 Library st.
752	HANCOCK & CO		Grain Receivers & Exporters	355 Bourse Building.
623	HAND, THOS. R.		Towing	217 Walnut st.
586	HARLAN & HOLLINGSWORTH CO., THE		Ship Yard and Dry Dock	Wilmington, Del.
708	HARRISON BROS. & CO.		Chemicals, Paints, etc	Gray's Ferry Road.
490	HAUG, JOHN		Marine Surveyor	206 Walnut Place.
629	HICKMAN, WILLIAM H.		Physician	336 S. Second st.

NOTE.—*C* signifies Contributing Member.

No. of Cert.	Name.	Firm.	Business.	Address.
533	HIGBEE, GEO. H.	International Navigation Company		307 Walnut st.
750	HILLMAN SHIP & ENGINE BLD'G CO, THE CHAS.		Ship Builders	Beach & Warren sts.
107	HOFFMAN, J. W., & CO.		Iron & Commission	516 Harrison Building.
109	HOGAN, JAMES	Agent "Cunard Line"	Stationer	339 Chestnut st.
794	HOLT, H. P.		Towing	228 Dock st.
611	HOLTON, J. S. W.	Sterling Coal Co.	Coal	421 Chestnut st.
18	HOUGH, ISAAC, & CO.		Sugar & Commission	324 Walnut st.
702	HOWELL, ARTHUR W.	with Brockie & Welsh	Insurance and Commission	S. E. Cor. Fourth and Walnut Sts.
440	HOWLETT, M. P.		Stevedore	220 Walnut st.
723	HUDSON, WM. H., & SON		Shipping Agents	228 Dock st.
521	HUGHES, ALBERT N.		Towing	115 Walnut st.
111	HUGHES, A. S.		Towing	115 Walnut st.
665	HUGHES, WM. J.	with Morris Boney	Stevedore	208 Walnut st.
795	HUMBURG, B.	Manager Theo. Ruger & CO	Ship Brokers	312 Stock Exchange Place.

I

112 691	INTERNATIONAL NAVIGATION COMPANY		"American" and "Red Star" Lines	307 Walnut st.

J

542	JESSUP & MOORE PAPER CO		Manufacturers	28 S. Sixth st.
797	JOHNSON & HIGGINS		Average Adjusters	134 S. Fourth st.
113	JOHNSON, LAWRENCE, & CO.		Shipping and Commission	209 S. Third st.
281	JURAGUA IRON CO., LIMITED.		Iron Ore	1103 Girard Bldg.
114	JUSTICE, BATEMAN & CO.		Wool	122 S. Front st.
411	JUSTUS, PHILIP		Average Adjuster	224 Walnut st.

K

403	KATZ, ARNOLD		Commission	128 Walnut st
117	KERR, ALEX., BRO & CO.		Salt	516 N. Delaware av.
118	KNICKERBOCKER ICE CO.		Ice and Coal	S. W. Cor. Sixth and Arch sts.

L

305	LATTA, W. J.		Gen'l Ag't Penna. R. R. Co.	Broad St. Station.
764	LAUER, A. N., & CO.		Grain Ceilers and Contractors	418–20 Sansom st.
714	LAUER, WM.		Ship Joiner	1210 S. Fourth st.
759	LE COMPT, PAUL		Towing	13 Merchants' Exchange
125	LEHIGH COAL & NAVIGATION CO.		Coal and Transportation	108 S. Fourth st.
218	LEHIGH VALLEY RAILROAD CO.			228 S. Third st.

No. of Cert.	Name.	Firm.	Business.	Address.
763	LESHER, GEORGE F.	with The Morrisdale Coal Co.	Coal	808 Real Estate Trus Co. Bldg.
413	LESLEY & TRINKLE		Cement	22 S. Fifteenth st.
397	LEWIS, JOHN F.		Admiralty Lawyer	348–9 Bourse Bldg.
451	LIPPINCOTT, J. B., CO.		Publishers	716 Filbert st.
564	LINGO, JOHN E.		Towing	208 Walnut st.
513	LOYAL-HANNA COAL AND COKE CO.		Coal	1301 Land Title Bldg.

M

421	MADEIRA, LOUIS C., & SONS.		Insurance	320 Walnut st.
345	MARITIME PUBLISHING CO..		Publishers	216½ Walnut st.
631	MASON, ANDREW T.	with John Baizley	Machinist	510 S. Delaware av.
134	MATHER & CO.		Insurance	231 Walnut st.
375	MAY, H. D., & CO.		Ship Brokers	113 Walnut st.
313	MAY, JONATHAN, & SONS.		Ship Supplies	500 S. Delaware av.
735	MEGEE, CHAS. T., & CO.		Ship Owners	113 Walnut st.
671	MEYERS, HENRY G.,	with Peter Wright & Sons,	Steamship & Commission Agents	305 Walnut st.
C	MIDDLETON CO., HOWARD W		Iron & Steel	945 Ridge Ave.
473	MIDVALE STEEL CO.		Manufacturers	Nicetown, Phila.
459	MITCHELL, WILSON		Grindstones	310 N. Fourth st.
142	MOELLING&AUTENRIETH...		Banking and Commission	45 S. Third St.
720	MORRIS, MAULL & BURTON SALVAGE CO.		Wrecking and Salvage	Lewes, Del.
785	MORSE, FRED. J.		Ship Supplies	216 Dock st.
641	MORTON, THOS. L.	with R. D. Wood & Co.	Iron Founders	400 Chestnut st.
420	MUNN, F. W.		Towing	311½ Walnut st.
436	MURPHY, ALEX., & CO.		Custom House Brokers	432 Sansom st.
751	MURPHY, D. J., JR.		Stevedore	401–2 Bourse Bldg.
588	McCAHAN, W. J., SUGAR REFINING CO.		Sugar Refinery	147 S. Front st.
793	McCAULLEY, JAMES		Towing	212 Walnut st.
656	McDEVITT, DENNIS		Towing and Transportation	3018 Richmond st.
145	McFADDEN, GEO. H., & BRO..		Cotton	121 Chestnut st.
745	McNEELY COMPANY.		Morocco Manf'r's..	S. W. cor. Fourth and Arch Sts.

N

580	NEAFIE & LEVY SHIP AND ENGINE BUILDING CO.		Ship Builders	1365 Beach st.
711	NEALL, FRANK L.	Peter Wright & Sons	Steamship Agents	305 Walnut st.
707	NEW CENTRAL COAL CO.		Coal	308 Harrison Building.

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No. of Cert.	Name.	Firm.	Business.	Address.
749	NICHOLSON, JOHN L		Ship Broker	18 Merchants' Exchange
212	NORTH AMERICA, INSURANCE COMPANY OF		Fire and Marine	232 Walnut st.

O

803	O'BRIEN, SMITH & HANLEY.		Shipping Agents	112 Walnut st.

P

562	PARR, I. M., & SON, Limited		Exporters Grain	550-51 Bourse Building.
552	PEALE, PEACOCK & KERR, INCORPORATED		Coal	411 Walnut st.
153	PENN NATIONAL BANK			S. W. Cor. Market and Seventh sts.
216	PENNSYLVANIA RAILROAD CO			Broad Street Station.
154	PENNSYLVANIA SALT MANUFACTURING CO		Chemicals	115 Chestnut st.
256	PENNSYLVANIA STEEL CO		Steel	312-319 Girard Bldg.
332	PENNSYLVANIA WAREHOUSING AND SAFE DEPOSIT CO		Storage	113 S. Third st.
808	PETERSEN, AUGUST		Ship Supplies	128 S. Second st.
800	PHILADELPHIA BOARD OF MARINE UNDERWRITERS		Marine Insurance Interests	Main Floor, Philadelphia Bourse.
158	PHILADELPHIA NATIONAL BANK			421 Chestnut st.
217	PHILADELPHIA & READING RAILROAD CO			Twelfth and Market sts.
761	PHILADELPHIA TRANSATLANTIC LINE		Steamship Agents	455 Bourse Building.
159	PHILADELPHIA WAREHOUSE CO			235 Dock st.
560	PHILADELPHIA WAREHOUSING & COLD STORAGE CO			Noble st. and Delaware ave.
219	PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD CO			Broad Street Station.
589	PHILLIPS, MORO, CHEMICAL CO		Chemicals, etc	608 Bourse Bldg.
520	PHILLIPS, T. BENNETT		Coal	1414 S. Penn Square.
741 742 743	PILOTS ASSOCIATION FOR THE BAY & RIVER DELAWARE, THE			319 Walnut st.
434	POTTS, W. F., SON & CO		Iron and Tin	1221 Market st.
804	POTTS, WILLIAM M			Wyebrooke, Chester Co., Pa.
634	PRICE, CHAS. F	with John Reese	Ship Supplies	217 Sansom st.

Q

569	QUAKER CITY FRUIT CO		Fruit Importers	Pier 5 N. Wharves.

R

No. of Cert.	Name.	Firm.	Business.	Address.
166	REAKIRT, BRO. & CO.		Coal	473 Bourse Building.
781	RECORD PUBLISHING CO		"Philadelphia Record"	917 Chestnut st.
246	REESE, JOHN		Ship Supplies	217 Sansom st.
C	REEVES, PAUL S., & SON		Brass Smelting Wks.	1415 Catharine st.
791	REILLY, JAMES, REPAIR AND SUPPLY CO		Marine Repairs and Supplies	Washington av. Wharf.
167	RIDGWAY, JACOB E		Ship Owner	201 Walnut Place.
168	RIGGS & BRO		Nautical Instruments	310 Market st.
713	RISSO, CESAER B		Ship Supplies, etc	257 S. Second st.
642	ROBERTS, MATTHEW F	with Atlantic Refining Co.	Petroleum	328 Chestnut st.
632	RONEY, JAMES P	with Darrah & Elwell	Ship Supplies	512 S. Delaware av.
414	ROSENBAUM, M		Passage Agent	609 S. Third st.
346	RUBELLI, L		Ship Broker	218½ Walnut st.
312	RUGER, THEODOR, & CO		Ship Brokers	312 Stock Exchange Place.
748	RUNGE, ROBT		Ship Chandler	133 Bank ave.
805	RUPRECHT, PHILIP		Petroleum & Steamship Agent	328 Chestnut st.

S

709	SAMUEL, FRANK		Iron Ore	202-208 Harrison Bldg.
695	SAMUELS, WILLIAM S	Lloyd's Agent and Underwriters' Surveyor		31 Merchants' Exchange
606	SARGENT, R. W		Cramps' Ship Yard	Beach and Ball sts.
442	SCOTT, GEO. W		Cooper	636 Bourse Bldg.
557	SELLERS, WILLIAM, & CO., INCORPORATED		Machinists' Tools	1600 Hamilton st.
739	SELSER, JOHN W		Goatskin Broker	338 Bourse Building.
727	SHARPLESS DYEWOOD EXTRACT CO		Dye Stuffs & Chemicals	648 Bourse Building.
690	SHEETS, CLINTON	with Theodor Ruger & Co.	Ship Brokers	312 Stock Exchange Pl.
385	SHUBERT & COTTINGHAM		Ship Supplies	118 N. Delaware ave.
404	SIMPSON, WM., SONS & CO		Cotton Goods	130 Chestnut st.
178	SMITH, CHAS., & SONS		Bankers	303 Chestnut st.
680	SMITH, JAMES		Towing	136 Walnut st.
699	SMITH, WINTHROP, & CO		Bankers	439 Chestnut st.
553	SORVER, DAMON & CO		Coffee Importers	118 S. Front st.
348	SOUTHWARK FOUNDRY & MACHINE CO		Foundry, etc	1100 S. Fifth st.
531	SPRECKELS' SUGAR REFINING CO		Sugar Refinery	Stock Exchange Place.
788	STANNARD, C. F		Ship Supplies	226 Dock st.
724	STAPLES COAL CO	Chas. Silver Agent	Shippers of Coal	1018 Girard Building.
465	STEEL, EDW. T., & CO		Woolens	24 Bank st.
784	STEELMAN, Z. S		Ship Broker	127 Walnut st.
416	STERLING COAL CO		Coal	421 Chestnut st.
730	STETSON & WINSMORE		Ship Brokers	109 Walnut st.
409	STETSON, J. N., & CO		Ship Brokers	208 Walnut st.
666	STETSON, JOHN B., CO		Hat Manufacturers	1754 N. Fourth st.
406	STRAWBRIDGE & CLOTHIER		Dry Goods	Eighth & Market sts.
654	SUTTON & VANSANT		Coffee Importers	120 S. Front st.

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No. of Cert.	Name.	Firm.	Business.	Address.
507	TAYLOR'S, CHAS. M., SONS...		Steamship Agents	455 Bourse Building.
608	TRACY, JAMES C.....		Towing.....	113 Walnut st.
807	TUCKER, ALFRED, & CO.....		Coal.....	213 Harrison Bldg.
715	TURNER, ALFRED.....		Steamship Agent.....	337-339 Bourse Bldg.
469	TYGERT-ALLEN FERTILIZER CO., THE.....		Fertilizers.....	2 Chestnut st.

U

774	UNION PETROLEUM CO.....		Refiners & Exporters	138 S. Fourth st.
716	UNITED COLLIERIES CO., THE		Coal Mining	915 Drexel Building.
433	UNITED GAS IMPROVEMENT CO., THE.....			813 Drexel Building.

V

543	VANDEGRIFT, F. B., & CO.....		Custom House Brokers.....	305 Provident Building.
529	VON BOYNEBURGK, F. A.....		Coal.....	473 Bourse Building.

W

401	WALKER, CHARLES L.....		Towing.....	217 Walnut st.
597	WALL, HARRY M.....	with Augustus Wall.....	Towing.....	217 Walnut st.
700	WARREN, T. H.....	with W. F. Hagar & Co.	Ship and Freight Brokers.....	421 Chestnut st.
787	WEAVER, J. H., & CO.....		Coal and Coke	718 Stephen. Girard Bldg.
377	WELSH, S. & J.....		Commission.....	304 Walnut st.
480	WENIGER, HANS.....	Elwert & Weniger.....	Passenger Agents.....	437 Arch st.
198	WESENBERG & CO.....		Ship Brokers.....	122 S. Second st.
4	WESTERGAARD, L., & CO.....		Ship Brokers.....	138 S. Second st.
478	WESTERN NATIONAL BANK			408 Chestnut st.
779	WEST INDIA FRUIT CO.....		Fruit Importers.....	Pier 12 N. Wharves.
747	WEST PHILA. STOCK YARD CO.....		Live Stock.....	Thirtieth above Market st.
487	WILLIAMS, CHARLES.....		Insurance.....	420 Walnut st.
438	WILLIAMSON BROS.....		Hoisting Machines	Richmond & York sts.
461	WILLIAMSON & CASSEDY.....		Railroad Supplies.....	526 Market st.
644	WILSON, CHARLES.....	with E. H. Fitler & Co.....	Cordage.....	23 N. Water st.
380	WINSMORE, THOMAS.....		Ship Supplies.....	123 Walnut st.
202	WINSOR, HENRY, & CO.....		Steamship Agents.....	338 S. Delaware av.
331	WISTER, L. & R., & CO.....		Iron	672 Bullitt Building.
5 777	WRIGHT, PETER, & SONS.....		Steamship & Commission Agents...	305 Walnut st.
674	WRIGHT, PETER, & SONS.....	Gen. Agts. Red Star Tugs..	Towing.....	305 Walnut st.
664	WRIGHT, THOS. H.....		Stevedore.....	113 Walnut st.

Y

613	YOUNG, P. F.....	Manager, The Atlantic Transport Co.....	Steamship & Commission Agents...	511 Bourse Building.